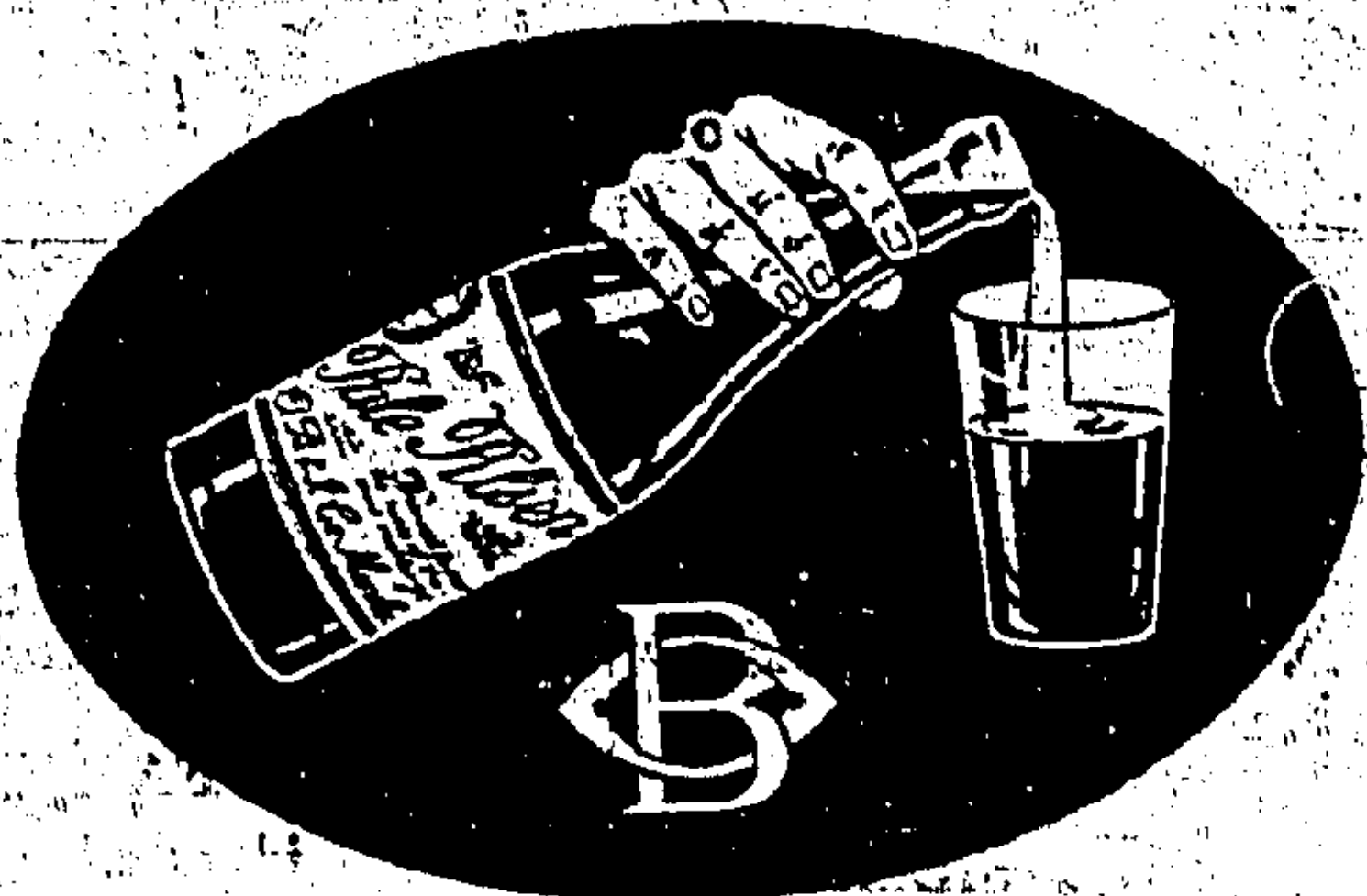


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AHEAD OF THE MAIL

(FROM INDIAN PAPER.)

AGA KHAN SUES "THE TIMES"

LONDON, October 19th.

An action for alleged libel brought by the Aga Khan and his trainer R. Dawson against the Times Publishing Company today came before the Court of Appeal, upon an appeal of the defendants from an order of Mr. Justice Acton reversing the order of the Master of the Rolls and that plaintiff the Aga Khan should be examined before a special examiner this afternoon previous to leaving for France and India. Appellant's counsel said the alleged libel appeared in the Times in June and July last concerning two fillies owned by the Aga Khan named Teresina and Pabla. These fillies ran in the Coronation Stakes at Ascot. The Aga Khan's first colours were put on Teresina and the second on Pabla. The second colours were easily by one and a half lengths. Counsel submitted insufficient ground was shown that the ordinary course should not be taken and if the Aga Khan wished to give evidence, as doubtless he did, he should give it in open court at the trial of the action. Counsel for respondents said the alleged libels were very serious and were to the effect that the Aga Khan and his trainer were guilty of what was known in racing circles as "in and out running." The position of the Aga Khan was entirely different from that of Dawson. He thought it was unlikely anyone would be likely to say that the Aga Khan was guilty, but the trainer was in a different position. The present action, to him, was one of professional life or death and he was going to take proceedings. Appeal on both actions was allowed.

BRITAIN AND EGYPT.

LEAFIELD (Oxford), October 20th.

Speaking in London Viscount Allenby (British High Commissioner to Egypt) declared that the British Government had met all claims in that country, and the splendid conduct and control of the British soldiers had enabled the Government to continue unbroken their liberal line of policy. There were unworked problems, but they were not insoluble, and if the policy of the British Government in Egypt were carried on he was perfectly certain the British Government would come to a lasting agreement with the Egyptian people, for whom he had the greatest regard and respect. There were great commercial resources in the country, and a friendly Egypt would be a very great asset. "I am an optimist with regard to Egypt," said the Field Marshal, "and believe we have come through our troubles in that country because we have carried out our promises."

INCIDENT AT THE LONDON PAVILION

LONDON, October 22nd.

The Prince of Wales, who only arrived from Canada on Saturday, called at the London Pavilion last evening, desiring to witness the film "The Covered Wagon," and found every seat booked. The Manager suggested that it would be an easy matter to arrange for a seat, but the Prince, with his usual courtesy, said that he did not wish anyone to be disturbed in the least. He added that it was his own fault entirely, and hoped to come on another occasion. A small crowd cheered the Prince as he went back to his car.

BRITISH SHIPPING TRADE

LEAFIELD (Oxford), October 23rd.

The Imperial Economic Conference today after further consideration of the question of Imperial communications opened a discussion on the subject of economic defence. The following important resolution was moved on behalf of His Majesty's Government and unanimously adopted:—In view of the vital importance to the British Empire of safeguarding its Overseas carrying trade against all forms of discrimination by foreign countries, the representative of the Governments of the Empire declare:—Firstly, that it is their established practice to make no discrimination between the flags of the shipping using their ports and that they have no intention of departing from their practice as regards countries which treat ocean-going shipping under the British flag on a footing of equality with their own national flag. Secondly, that in the event of danger arising in the future to the Overseas shipping of the Empire through an attempt by a foreign country to discriminate against the British flag, the Government of the Empire will consult together as to the best manner of meeting the situation.

"BACK TO THE UNIONS" CAMPAIGN

LONDON, October 20th.

Reports from forty-six industrial centres in which the Trades Union Congress Council, in conjunction with local Labourites, conducted a "Back to the Unions" campaign, are regarded by the Council as refuting the assertion that the campaign has been a failure. Two and a half million propaganda leaflets were distributed and thousands of workshop meetings held, while, in addition, big demonstrations resulted, so the Council declares, in the beginning of an influx of new members, thus justifying a further and greater effort.

THE LATE MR. BONAR LAW

LONDON, October 20th.

Mr. Baldwin has sent the following message to the Press with regard to Mr. Bonar Law's death: "For him I am thankful that he has been spared further suffering. For his friends the loss is irreplaceable. The country won't forget that he sacrificed his life in her service." Mr. Bonar Law died in his sleep and his sons and daughters were with him till a late hour. Mr. Baldwin's reference to his sufferings and General Smuts's reference to a happy release are regarded as confirming the rumours that Mr. Bonar Law suffered from cancer of the throat.

HUSBAND'S CALLOUS CONDUCT.

LONDON, October 20th.

The story of a husband's remarkable conduct was related in the Divorce Court, when Miss Agnes Bayliss, of Henwick Road, Worcester, sought a restitution of conjugal rights against Clive Bayliss.

The petitioner said that she met the respondent in India, where he was a Captain in the Indian Army. Subsequently, she returned to England, and when Bayliss arrived, took the day off to marry him at a register office. They spent the day together, but had never lived together. The husband wrote saying that he had thought the matter over and had decided that he could never live with her. Petitioner replied, imploring to be given a chance, but respondent said that his decision was final.

"The most extraordinary thing I have ever heard," said Mr. Justice Horridge, granting the application.

PROBLEM OF DOMESTIC SERVICE.

LONDON, October 20th.

Examinations and pensions for domestic servants are among the recommendations of the report of the Committee appointed by the Ministry of Labour to enquire into the conditions of the supply of domestics.

The report recommends the instruction of school-girls in domestic science, the provision of advanced scholarships for girls desirous of completing specialised training, the provision of whole-time vocational courses for girls over fourteen years of age, maintenance grants to pupils where necessary and the establishment of open examinations, with certificates for proficiency.

In the case of women in private domestic employment, there should be, as an alternative to the unemployment benefit, a scheme by which a pension of fifteen shillings per week can be obtained at the age of fifty-five.

Women domestic workers who attained the statutory age should be entitled to the Parliamentary vote on the same residence qualification as men.

Unofficial organisations, such as the Young Women's Christian Association, and private industrial organisations should do their utmost to promote the provision of better social, recreational and educational advantages for domestic workers, and to uphold the dignity of domestic service as a skilled and honourable profession.

THE BEN LINE STEAMERS.

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CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharve, delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to sale.

All claims against the steamer must be presented to the Undersigned on or before the 8th December, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 19th November, 1923. [1592]

"GLEN" LINE, LIMITED.

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Goods not cleared by the 23rd November, 1923, at noon, will be subject to sale.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Godard & Associates, on 22nd November, 1923, at 10 a.m. Claims against the Steamer including those for cargo short delivered must be presented on the special forms provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 16th November, 1923. [1582]

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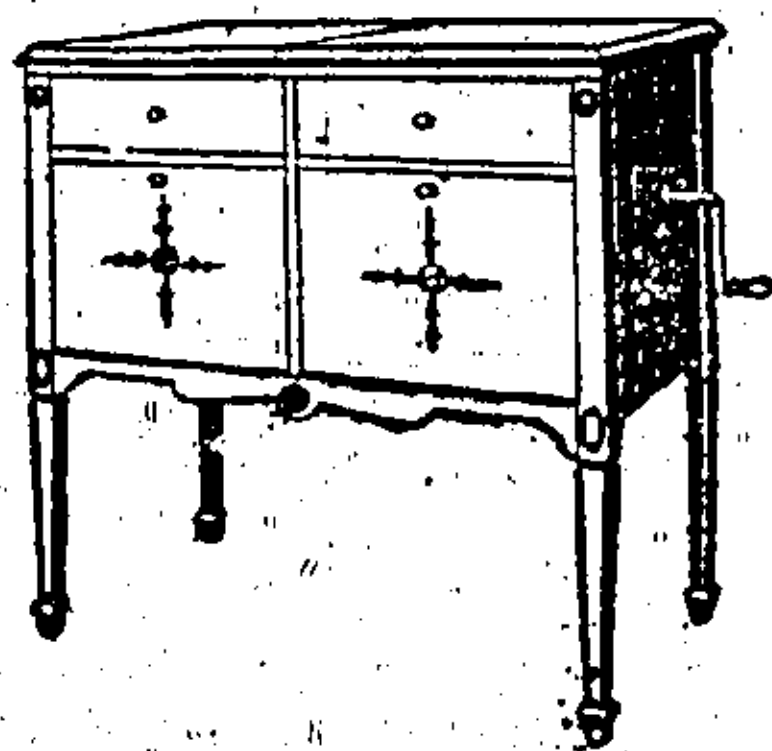
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SCOTTISH SPORT.

HOW RUGBY CLUBS STAND.
RANGERS' STRONG LEAD.

(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, October 17th.
Of the senior Rugby clubs in Scotland, four are undefeated—Glasgow High School, Heriot's, Watsonians and Glasgow University—but the last-named hardly counts in the Championship competition, and they have played but one game. Edinburgh University, Wanderers, Stewart's College (F.P.) and Gala were all beaten for the first time. Nothing very startling happened in the way of results, and probably the most notable was the defeat of Edinburgh University.

It is pleasing to note signs of advance in the Rugby game in Dundee as well as Aberdeen. Both should be strongholds, and there ought to be at least one club in each city in regular intercourse with the leading city and border clubs. Aberdeen is rather far away, but Dundee is handy enough for Edinburgh and Glasgow, and ought to be able to support a first-class Rugby club.

The game between Heriot's School F.P. and Gala was rendered noteworthy by the fine place-kicking of D. Drysdale, who improved all the tries gained by his side and also kicked a penalty goal. Heriot's thereby won through by the comfortable margin of 17 points, but they had an anxious time of it during the greater part of the first half. Glasgow Academicals, though they had to call on several reserves, were in good form against Edinburgh Institution, and won in the easiest possible fashion. The foundation of the victory was laid by the Academical forwards, but the whole side proved immensely superior to the Institution. Edinburgh Academicals and Edinburgh University were well matched. Victory went to the Academicals, who, although possibly the more frequently on the defensive, turned their opportunities to slightly better account. Free kicks against the Watsonians were of too frequent occurrence. Without giving anything approaching an impressive display, the Glasgow High School F.P. gained a comparatively easy victory over Stewart's College F.P. at Inverleith. Stewart's, in fact, were outclassed.

Turning to the schools, Watson's College, who divided last season's championship with Fettes College, gave a very disappointing display against Glasgow Academy at Myreside. The latter only lost by two tries to a goal.

Results:—
Heriot's (F.P.), 23; Gala, 6.
Watsonians, 22; Edinburgh Wanderers, 8.
Stewart's College, 3; Glasgow H.S. (F.P.), 14.
Edinburgh University, 6; Edinburgh Academicals, 11.
Selkirk, 22; Royal H.S. (F.P.), 3.
Glasgow Academicals, 42; Edinburgh Institution (F.P.), 0.
Jedforest, 3; Hawick, 14.
Langholm, 8; Melrose, 0.
Greenock Wanderers, 3; Kelvinside Acad., 12.
West of Scotland, 9; Hillhead H.S. (F.P.), 0.

ASSOCIATION LEAGUE.

The Edinburgh clubs have failed to gain the prominence in the current League competition that many considered them capable of. Their records are almost identical, and with 9 point apiece for 10 games played the two representatives of the Capital are nearer the bottom than the top of the table of merit. Rangers, League Champions, had no difficulty in beating Ayr. Their play was a repetition of the form they have shown since the season opened, the fine co-operation of their half-backs and forwards being both pleasing and effective. Indeed week by week the Rangers are strengthening their position. Airdrie and Celtic, two of their chief rivals could only draw their games. For the second week Dundee lost 4 goals.

Results:—
Heart of Midlothian, 0; Celtic, 0.
St. Mirren, 1; Hibernians, 1.
Aberdeen, 2; Hamilton Acads., 0.
Airdrieonians, 1; Morton, 1.
Clyde, 2; Clydebank, 0.
Kilmarnock, 2; Falkirk, 1.
Motherwell, 4; Dundee, 2.
Queen's Park, 0; Partick Thistle, 2.
Raith Rovers, 6; Third Lanark, 0.
Raith Rovers, 6; Third Lanark, 1.
Rangers, 5; Ayr United, 0.

LADY GOLFERS' SUCCESS.

The disparity between the skill of men and women golfers is possibly being whittled down. Those who think so will point to the match between the Scottish ladies and men which was played at St. Andrews the other day. As a rule the concession of a half is not sufficient to give the woman golfer victory. Nor was it on this occasion, but the ladies will derive justifiable pride from the singles, of which they won seven and the men three. Only in the foursomes did the male golfers manage to redress the balance, and there perhaps, they had the advantage of knowing each others play better than did the ladies. On the other hand, the women's team was more representative than the men's side. Mrs. Nicholson, the Scottish Champion, Mrs. J. B. Watson, Miss Lena Scroggie, and Miss Audrey Kyle, the young St. Andrews player who was runner-up in the national event last season, beat the first four members of the men's team. Mrs. Nicholson was remarkably steady against Mr. Willis Mackenzie, who would have had to get round in about 70 to win. Mrs. Watson, against Mr. W. B. Torrance, was up to a point extremely good. If the course was at full stretch or almost so, her 30 to the turn in an adverse wind speaks for itself. Only a few of the back-markers of the Royal and Ancient Club were better than that for the outward nine in the autumn meeting. On the Old Course the half stroke is taken at the red holes, and to the woman golfer on form the holes so numbered round the loop provided easy opportunities. But the average of skill displayed by women—much of the iron play was noticeably good—was high, and it is generally accepted that a woman golfer does not as a rule produce as good golf against the longer hitting men as she does against an opponent of her own sex.

Lord Hardington, as President of the Library Association, in conference at Exmouth on September 18th, deprecated the "high-brow spirit" and said that the "shilling shocker" had helped many people to take up serious reading.

'SHOWING THE FLAG.' EMPIRE CRUISE OF BRITISH WARSHIPS.

An interesting announcement was made by the First Lord of the Admiralty (the Right Hon. I. S. Amery) at a session of the Imperial Conference on October 17th. It was that the two great battle cruisers, the *Hood* and the *Repulse*, with a light cruiser squadron, are to set forth this autumn on an Empire cruise, which is expected to occupy ten months. Mr. Amery outlined the itinerary mapped out for the ships, and the proposals, it is learned, received the cordial approval of the Conference.

The First Lord disclosed the Government's plans for "showing the flag" in the course of a statement, with which he opened a discussion on naval policy. His review of the situation following the signing of the Washington Agreement, and the opinions of the overseas representatives, regarding the naval policy of the Empire, are, by the unanimous decision of the Conference, to be treated as strictly confidential. It is possible, however, to indicate broadly the scope of the tour to be undertaken by the two battle cruisers and their attendant light cruisers, which is certain to be welcomed with enthusiasm in all the overseas parts of the Empire that are to be visited.

It is proposed that the cruise should begin in November, when the warships will depart from Portsmouth or Plymouth for South Africa. They will sail down the West Coast of Africa, make a stay at Cape Town, and afterwards call at ports on the East Coast.

VOYAGE OF 30,000 MILES.

On leaving the African Coast the ships will steam across the Indian Ocean to Singapore, the site of the new British Naval base, which is to be constructed in the course of the next ten years. From Singapore the voyage will be continued down to Australia, and then on to New Zealand, with a stay in Australian waters of some weeks. Turning homewards from New Zealand, the objective will be Canada, and there will be an opportunity en route of touching at the Fiji Islands. It is probable that the next call will be at Vancouver, the chief port of British Columbia, and thereafter the ships will come down the West Coast of the United States. The heavy ships are to make use of the Panama Canal, and it is proposed that the light ships should go round by Cape Horn. A visit will no doubt be made to the West Indian Islands, and afterwards the voyage will be continued up the East Coast of Canada, with the object of visiting the ports on that side of the Dominion.

When the Canadian part of the programme is completed the ships will steer for home, and on reaching England, after what will be, in fact, a world tour of the most interesting character, they will have covered at least 30,000 miles.—Daily Telegraph.

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YEE SANG FAT CO.

JUST RECEIVED

A Large Assortment of

WARDROBE and CABIN TRUNKS

SUIT CASES and TRAVELLING BAGS

All at Reasonable Prices.

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HAT

It will add a distinctive touch to your Appearance.

Our Prices make a Stetson the best Hat Investment.

WING ON CO.

The Home of Value.

CABLE SERVICE TO THE FAR EAST.

In the course of his speech at the Imperial Economic Conference on the subject of Empire communications, the Postmaster-General (Sir L. Worthington-Evans) made the following reference to the cable communications with the Far East:

The other principal group of cables is the extensive system of the Eastern and its associated companies, which provides communication interest between Great Britain, the whole of Africa, India, and the Far East, with connections to China and along the East Coast of South America and with other foreign countries. It also offers an alternative route to the Pacific cable to Australia and New Zealand. In the period immediately succeeding the war telegraphic communication with India and the East was subject to serious difficulties and delays. At one time telegrams to the Far East took from seven to ten days in transit. This situation was mainly due to three causes:

1. A considerable increase in traffic.
2. The suspension of the alternative route to the Far East via Siberia, and to India via the Indo-European Company lines; and
3. The interruption of the normal work of cable repair and renewal during the five years of war.

By now, however, the Siberian route to the Far East is again open, and the Indo-European Company's route through Germany, Russia, and Persia to India has been restored, and was opened to traffic last month. The Eastern Company have not only made up the loss in the renewal of their existing system, but they have completed two additional lines of cable the whole distance from Great Britain to Singapore, touching at various stations en route. The additional cable capacity thereby obtained, together with the reopening of the alternative routes, has restored the service to its pre-war efficiency, and the normal transmission time for full-time messages to all the more important destinations in India, Africa, and Australia on the Eastern system does not now average more than three or four hours. It is difficult to over-estimate the debt which the Empire owes to the great association of companies which were the pioneers of British cable enterprise. The Eastern Company celebrated its jubilee last year, and it is a significant example of the enterprise which the company have always shown that they should have been able and ready to spend the very large sums, running into several millions, involved in the provision of two new cables to almost the farthest ends of the Empire.

SILK DOCUMENTS FOR NEW YORK.

SEAPLANE TO MEET ADMIRAL LINERS.

The Journal of Commerce, New York, says:

The Silk Association announced yesterday (October 16th) that a special seaplane service has been organized to hasten the receipt of documents covering raw silk shipments from the Orient. Through efforts of the transportation committee arrangements have been made with the Post Office Department and the Admiral Oriental Steamship Line for the provision of seaplanes, which will meet all Admiral Oriental Line steamships eighty miles off the coast of Seattle and take from them all mail especially marked "Silk Documents," care of seaplane clerk, Admiral Oriental Line, s.s. (name of steamer).

"Such," says the statement, "upon its arrival at Seattle, will be dispatched upon the first transcontinental train available, often before the silk itself has been discharged from the steamer. This should bring the documents to New York before the arrival of the silk."

"The new service will be an invaluable one, both to silk firms and to the Banks through which their papers are handled, for it will permit the banks to place documents in the hands of the importers upon or before the actual arrival of the silk. Many importers have been inconvenienced in the past through delay in the receipt of silk documents, which did not always reach the importers in time to remove their silk promptly and prevent congestion at railroad terminals."

"The seaplane service will go into effect at once, as soon as papers are received addressed according to the provisions specified."

A Chinese returning home after dealing in cocoanuts with the natives of New Guinea for twelve years was arrested on the s.s. *Lee Seng* for being in possession of an automatic and some ammunition. Mr. C. A. S. Russ explained to the Magistrate that the man had to make a journey overland to get to his home, and he was carrying the firearm and ammunition for self-protection against Chinese bandits. Mr. Wood imposed a fine of \$500.

For the purpose of developing Chinese trade in foreign countries, the Peking Chamber of Commerce has petitioned the Government recommending that commercial attaches should be appointed to the various important Legations abroad and that such officials should be selected and recommended to the Government for appointment by the Chinese commercial guides. The Ministry of Agriculture and Commerce, however, says that commercial attaches must be selected and appointed by the Government, but under the existing financial conditions, the proposal cannot be put into force. It is reported that the Chambers of Commerce are willing to contribute money for this purpose provided the proposed commercial attaches be selected and recommended to the Government for appointment by the commercial organizations, the commercial experience and ability of the candidates being the first and foremost consideration.

SINO-AMERICAN TRADE.

NOTABLE INCREASE IN RETURNS.

An increase of G.S. 75,353 is recorded in China's exports to America for nine months over those for the corresponding period of last year, according to a statement published by the American Consul-General in Shanghai.

For the nine months ending September 30th, the total of declared exports was G.S. 47,889,223 against G.S. 43,700,000 for the corresponding period of last year. Principal among the items contributing to this increase are textiles, amounting to G.S. 51,118 against G.S. 41,000,503. Animals and animal products, except wool and hair, showed an increase in the figure of G.S. 30,305,934, against G.S. 27,022,215.

In the textile class, raw cotton showed a big upturn, reaching 1,995,793 lb. valued at G.S. 425,952, as against about an eighth of that amount. Embroideries were down, and so were wool carpets, but waste cotton showed an increase of over 2,000,000 lb., the quantity exported being G.S. 373,507 lb., valued at G.S. 455,400. Hairs were appreciably down to 99,393 lb. worth G.S. 123,722, but in this the decrease was more than counterbalanced by increased shipments of human hair, which is being increasingly utilized in American-made products.

All kinds of silk, from raw silk to pierced cocoons, showed increases. Raw silk jumped from 1,402,731 lb. valued at G.S. 14,103,403, to 2,396,434 lb. valued at G.S. 16,792,880, and a 10 per cent. increase was registered in silk pongees, which reached 433,884 lb., representing G.S. 1,357,357. Unmanufactured wool suffered a big drop from 3,814,993 lb. to 2,047,333 lb. valued at G.S. 2,974.

Antimony and gold, both bars and coins, divided during the period under review. Mahjong sets reached the remarkable figure of 439,833, no figures being provided for comparison. Increases were noted in various kinds of furs. Dried eggs dropped a little, while frozen eggs registered a big decrease. The demand for peanuts grew to 2,572,529 lb., valued at G.S. 117,355, while tea showed an increase in exports to 12,236,053 lb., representing a sum of G.S. 1,960,702.

AMERICAN COTTON CULTURE IN SHANTUNG.

The Bureau of Economic Information states:

The total area of cotton fields in Shantung is more than 3,500,000 mu, producing over 3,000,000 piculs of cotton annually. The staples of the native variety are two short fur yarns of above 16 counts, even for yarns of below 16 counts, native cotton has to be mixed with Chinese cotton and Shensi cotton. During the past three years, American cotton has been introduced and cultivated throughout the province, under the encouragement offered by the Industrial Commission. The latter purchases some 90,000 bales of American seeds annually from the Cotton Experimental Station of the Ministry of Agriculture and Commerce and 3,000 bales from the Bureau of Cotton Industry in Tientsin, to be distributed among the Shantung farmers. The Shantung Agricultural Experimental Station, Cotton Experimental Station, and the Agricultural College, as well as the district Magistrate, act as Government agents for the distribution of American cotton seeds. The result has proved quite successful. With the exception of Tsaochien, all the districts yield excellent crops, far larger than those of native cotton.

The high price of American cotton is encouraging the farmers to improve their seed. American cotton was sold in Shantung last year at a price higher than that of the native cotton by about \$7 per 100 catties.

Experiments show that (1) American cotton can be grown not only in sandy and alluvial soil, but even in humus; while native cotton is confined to river sides, alluvial or sandy soil; (2) the ripe capsules of American cotton remain hanging on the plant without falling for about a fortnight, while those of native cotton require immediate gathering; (3) American cotton has a greater resistance to attack by drought or rain, as compared with the native cotton.

Over 30,000 bales of American seeds have been distributed this year to the farmers of various districts; yet the supply from the Industrial Commissioner's Office has not been sufficient to meet the demand of the growers. More extensive cultivation and a larger output are therefore expected this year.

JAPAN EARTHQUAKE RELIEF.

APPRECIATION OF HONGKONG'S HELP.

The following letter was addressed by the Chairman of the Clothing Committee at Kobe, to Mr. J. McArthur, Chairman, Hongkong Relief Committee.

November 8th, 1923.

Dear Mr. McArthur—We have just received, per s.s. *Wuyung*, a shipment from Hongkong consisting of forty (40) bales of Army Blankets and four (4) cases of Boots and Shoes. These were the articles most urgently required to enable us to meet all possible demands, and I wish to again express the very great appreciation and thanks of this Committee, to the Hongkong Community, as well as yourself, for these most useful gifts.

I can assure you that the help, which has been accorded to the work of Relief, has made it possible for us to do things that would have been quite beyond us, had the Hongkong Community not come so generously to our assistance. Yours very truly,

J. F. BRISTOL, Chairman, Clothing Committee.

EXTRA GYMKHANA.

The entries for this Gymkhana to be held on December 1st are as follows:—
1st Race.—HAMILTON SPRINT. A Furlong. Lieut. Com. H. N. Lake's Kileen. A. A. Alves' Jadestone. H. B. L. Dowling's Chessman. Capt. G. E. Oxapting's Malvern. Mr. Blau's Discard. Potts and Grosche's Fire King. Dr. E. H. Keat's Mopoke. A. H. Carroll's Olive Leaf. Mr. Roda's Skylight. Mr. Roda's Maine.

2nd Race.—KILMARNOCK HANDBALL. A Mile.

Ramsbury 103.
Strathfarrar 157.
Violet Leaf 156.
Bluebottle 155.
Yellow River 155.
Rivergrass 150.
Petro's King 154.
Clover Leaf 153.
Speckled Mouse 152.
Drake 150.
Laurel Leaf 150.
Sovereign Bill 150.
Arizona 149.
Country Mouse 149.
Gold Bill 149.
Adonis 147.
Ragtime 151.
Pencastle 146.
Copper Bill 144.

3rd Race.—ST. ANDREW'S QUARTER. 1 Mile.

Mr. Bill's Silver Bill 151.
Mr. Bill's Gold Bill 151.
Dr. F. H. Keat's Kukuburn. Mr. Hellenic's Adonis. A. H. Carroll's Violet Leaf. A. H. Carroll's Clover Leaf. A. H. Carroll's Ivy Leaf. Dyer and Beith's Pencastle. J. de Jong's Drake. S. C. Clayton's Ragtime. C. C. Boyd's Ramsbury. Mr. Pet's The Gambler.

4th Race.—TROSBACH HANDICAP. 1 Mile.

Fern Leaf 157.
Strathfarrar 151.
Speckled Mouse 150.
Bluebottle 150.
Orient Dallah 155.
Ragtime 155.
Arizona 154.
Rivergrass 154.
Drake 154.
Country Mouse 154.
Gold Bill 154.
Adonis 152.
Pencastle 151.
Ramsbury 148.
Ivy Leaf 144.
Ding Dong 147.
Olive Leaf 140.

5th Race.—CORBALS GARDEN. 1 Mile.

Bundoo 102.
Finvay 156.
Roman Sparrow 156.
Knockout Leg 156.
Ding Dong 154.
Silvo 154.
Dandy Kid 152.
Fire King 152.
Chessman 151.
Lighting 147.
Skylight 146.
Bongard 146.
Olive Leaf 146.
Maine 145.
Kileen 144.

6th Race.—DUMFRIES PLATE. 1 Mile.

Mr. Ridge's Arizona. Albert and Arnold's Ding Dong. Mr. Bill's Gold Bill. Mr. Bill's Silver Bill. Mr. Bill's Sovereign Bill. Mr. Humphreys' Country Mouse. A. H. Carroll's Olive Leaf. A. H. Carroll's Violet Leaf. A. H. Carroll's Laurel Leaf. Mr. Roda's Bluebottle. Mr. Roda's Maine. Mrs. Bernard's Rivergrass.

7th Race.—HONGKONG GYMKHANA CHAMPIONS. One and a Quarter Mile.

For China Ponies. Winners at Gymkhana Meetings this season only. Weight for inches as per scale. Entrance Fee \$5. 1st prize, \$500; 2nd prize, \$200; 3rd prize, \$100.

CHINA TEA.

The following tables give the exports of China tea for the seasons 1922-23 and 1921-22 to July 14th:—

	1922-23.	1921-22.
United States and Canada	3,289,837	1,887,598
Great Britain	5,467,224	1,526,593
Continent	1,334,512	800,522
Bombay and Central Asia	489,195	440,530
North Africa Ports	504,523	643,501
Russia	45,164	20,665
Total	11,130,455	5,120,228

Messrs. Brooke, Bond & Co., Ltd., of London, in a report issued last month say:—

The unsettled condition of affairs in China is clearly indicated by the comparatively small crop of tea sent down for export this year. With prices so high the Chinese tea-man would, if he could, have been his best to swamp the world's markets with common Ceylon. The quantity of China tea imported into the United Kingdom is now a very small proportion of the total amount received. It is very largely composed of common tea, which is used for blending or for export purposes. So far, during the current season, imports into this country show a considerable increase, but it is likely that imports will cease much earlier than they did last year and that the total available for this market will not be much higher than in 1922.

For the last four years, tea has been allowed free export from China. The second period of exemption for two years expired on October 9th. The Chinese dealers are applying for an extension of the period of freedom from duty, but are rather doubtful of success. The tea of the 1923 crop of China tea are on the whole satisfactory. The first crop contained some very choice teas, but the second and third crops are disappointing both in quality and size.

INTIMATIONS

HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.

NOTICE OF MEETING.

NOTICE IS HEREBY GIVEN that the FIRST ORDINARY YEARLY MEETING OF SHAREHOLDERS OF THE HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD. will be held at The Hongkong Hotel, Pedder Street, Hongkong, on WEDNESDAY, the 28th DAY OF NOVEMBER, 1923, at 12.00 Noon, for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the period from 28th October, 1922, to the 30th June, 1923, and of electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 25th November, both days inclusive.

By Order of the Board,

S. COURTNEY COOK,

Secretary.

Hongkong, 15th November, 1923. (1575)

HONGKONG TRAMWAY CO., LTD.

(INCORPORATED IN ENGLAND)

NOTICE IS HEREBY GIVEN to Shareholders in the above-named Company that the Special Resolution to Wind up the Company and the Extraordinary Resolution providing for the Distribution of the Company's holding of Shares in the HONGKONG TRAMWAYS LIMITED (Incorporated in Hongkong) of which Notice has been given to the Shareholders having been confirmed and passed the REGISTERS OF SHAREHOLDERS in the above named Company both in London and in Hongkong, WILL BE OPEN FOR UTILITY THE 20th DAY OF NOVEMBER, 1923, for the purpose of registering Transfers of Shares after which Date the said Registers will be Closed and the Liquidator will proceed to a Distribution of the Assets of this Company among the Persons appearing as Shareholders upon the said Registers in accordance with their rights and with the said Extraordinary Resolution.

W. F. SIMMONS,

For and on behalf of,

EDWARD RITCHIE MORRIS,

Liquidator.

Hongkong, November, 1923. (1525)

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 26th day of November, 1923, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of CROWN LAND at SHAMSHUPO in the Colony of Hongkong, for a term of 75 years, commencing from the 1st July, 1898, with the option of renewal at a Crown Rent, to be fixed by the Surveyor of His Majesty's Lands, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Contents in sq. feet.	Annual Rent.	Days of Year.	
Sew. Kavayit Infant Lot No. 49	Locality.	Boundary Measurements.			
		N.	S.	E.	W.
Shamshupo.		feet.	feet.	feet.	feet.
		As per sale plan.			
				1,192	2.25

FOR SALE.

VALUABLE LEASEHOLD PROPERTY.

OFFERS will be Received up to the 7th DECEMBER, 1923, for the Purchase or Lease of a Modern Equipped Nine-room, Fire-proof, Brick and Concrete Residence at Pak Hoong Toke, CAKHO, including the Bathrooms, equipped with Modern Fixtures, Commodious Bedrooms, Kitchen and Servants' Quarters, Attractive Location, Excellent Views. Surrounded by about 6 mow of well laid out Grounds with Ten year old Trees. Tennis Court. Owner's family leaving shortly for Home.

Particulars, Plans and Conditions of Sale upon application to BANQUE DE L'INDO-CHINE SHANGHAI. (1558)

TO LET.

SIX ROOMED HOUSE on the PEAK, March till November, Fully Furnished, 2 Bathrooms, Flush System, Hot and Cold Water, etc.

Apply—

LINSFORD & DAVIS,

Alexandra Buildings.

TO LET.

WHOLE GROUND FLOOR and BEST OFFICE ROOMS, in 1st Floor of the House, No. 5, DUNDAS STREET. Apply to SUNG TAI, No. 1, Queen Street.

TO LET.

OFFICES in UNION BUILDING—One Room on Fifth Floor.

Apply—

UNION INSURANCE SOCIETY OF CANAL, LTD.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes—YI

LOST.—On Monday, 19th, Violet Shaped BROOCH set with Five Opals as Pendants with Diamond centre. Finder please communicate with BLACKBURN, Jewellers, West Point. (142)

WANTED.—Gentleman Wants ONE or TWO ROOMS with Five Opals as Pendants with Diamond centre. Finder please communicate with BLACKBURN, Jewellers, West Point. (142)

CRIMINAL SESSIONS.

[BEFORE HIS HONOUR THE PRINCE JUDGE
(MR. H. J. GOMPERTZ).]

JUROR ASKS TO BE EXEMPTED.

Professor Emilio Danenburg, the well-known teacher of music in Hongkong, when called to serve on a jury at the Criminal Sessions, yesterday morning, asked his Lordship to be exempted.

Asked to state his reasons for exemption, Professor Danenburg said he was a teacher of music and his detention would cause considerable inconvenience to his pupils.

His Lordship thought the reason given insufficient. "You are rather lucky in serving on a jury on a light day," he added.

Professor Danenburg said it was for the sake of his pupils that he asked exemption. If they did not have their lesson that day they would have to wait for another fortnight.

His Lordship said he did not think the Legislative Council would take him off the list for the reason stated. "I am afraid you must do your service," his Lordship said in conclusion.

UNLAWFUL POSSESSION OF ARMS.

LONG SENTENCES AND "CAT" FOR
ARMED MEN.

Yung Kam pleaded "Guilty" to unlawfully having in his possession a dagger in Yau-mati on October 30th, and when asked if anything was known about the prisoner, Mr. Dyer Ball, who was prosecuting on behalf of the Crown, said when the man was arrested a parcel of pepper was found in his possession. "He says he got the dagger for self-defence in fighting, but the possession of the pepper seems to indicate that this is probably untrue."

His Lordship ordered the man to be sent to prison for five years with hard labour and to receive twelve strokes of the "cat," his Lordship remarking that there are too many of his kind in the Colony at present.

A man named Li Kam was next tried on an indictment for being in unlawful possession of a revolver and five rounds of ammunition at Mok Tsui on October 14th. The prisoner, in reply, said the revolver belonged to Li Wah, who asked him to carry it. He however, admitted possession at the time of his arrest.

His Lordship said he would take that as a plea of "Guilty" and asked Mr. Dyer Ball if anything was known about the prisoner. Mr. Ball replied that the revolver was fully loaded and the prisoner appeared to have made some sort of a struggle when arrested.

A sentence of eight years' hard labour and twelve strokes of the "cat" were ordered, his Lordship stating that it was men like the prisoner who were responsible for so many violent deaths in the Colony.

Lap Sang pleaded "Guilty" to unlawfully having in his possession a pistol and 14 rounds of ammunition at Tsat Tse Mui. He was sentenced to seven years' imprisonment with hard labour and twelve strokes of the "cat."

ALLEGATIONS AGAINST THE POLICE.
The next case was also an arms case the prisoner, Ip Tai making allegations that the revolver and five rounds of ammunition were planted on him by one Ling Sang just before he was searched by two Chinese constables.

His Lordship took this as a plea of "Not Guilty" and the following jury were empanelled for the case: Messrs. E. Danenburg (foreman), A. Ogilvie, Pang Pui Sang, L. E. Gutierrez, J. L. McPherson, E. Wilson and H. O. Holt.

Mr. Dyer Ball, in outlining the case, said at about 8.15 p.m. on October 21st in Canton Road the prisoner was standing with another man near the side channel. Two Chinese constables, without having any information, went up to them. Ling Sang was searched and while this was being carried out the prisoner moved away and at the same time he was seen to place a hand under his jacket. The other constable rushed at him and threw his arms about him. He then felt the revolver. The constable pulled at the girdle and the girdle and revolver came away in his hand. He was not arrested without a struggle. In a statement at the Police Court the prisoner alleged that he was assaulted at the Police Station and that after the assault a truncheon (presumably used in the alleged assault) was thrown away.

After evidence was taken as to the arrest Inspector Murphy was called to give evidence. He had no knowledge of the prisoner being assaulted. A small bamboo cane (four inches long), he said, was removed from the detectives' office when the prisoner was there as witness did not like to have anything of that nature in the office.

The prisoner asked permission to call his wife. She told the Court that her husband did not struggle when he was arrested.

The jury returned a verdict of "Guilty" and the prisoner was sentenced to eight years with hard labour and twelve strokes of the "cat."

(Continued at foot of next column.)

THE "MONTROSE" - "YUEN SAM" COLLISION.

YESTERDAY'S COURT PROCEEDINGS.

MR. JENKIN'S CLOSING ADDRESS.

The *Montrose* and *Yuen Sam* collision case which has been occupying the time of the Chief Justice (Sir William Ross Davies) and an Assessor (Cam. C. W. Beckwith, R.N.) for the past week, is now drawing to a close. Yesterday Mr. F. C. Jenkin, Counsel for the defence, concluded his closing address, and today Mr. Eldon Potter will address the Court for the plaintiffs (the Indo-China Steam Navigation Company, Ltd.).

During the course of his address yesterday Mr. Jenkin discussed from various angles what the *Montrose* would have been required to do had she had steam and also what she should have done had she no steam. He said that Capt. Wheeler was of the opinion that the *Montrose* up to 3.30 p.m. was in a perfectly satisfactory position, and that she then should have dropped back by letting out forward moorings to within 70 feet of the bulkhead. That was a manoeuvre over which there was an acute difference of opinion. At that time the conditions were such as to render the manoeuvre one fraught with considerable peril. It was a manoeuvre which Capt. Arthur informed the Court would take at least three-quarters of an hour to perform under ordinary weather conditions. It was not suggested that the *Montrose* should have been taken in hand before 3.30 p.m. and the manoeuvre at that time was not a precaution which the Officer of the *Montrose* could have known would have prevented a collision with the *Yuen Sam*. The *Yuen Sam* had shifted from her berth and was in an entirely different place to that in which the Officer in charge of the *Montrose* last knew her to be. If the collision could not come within the contemplation of the Chief Officer, therefore this precaution was not necessary, because, so far as he knew, there was no collision which could have taken place. Again, with the position of the shipping in the port, that manoeuvre was one that no seaman exercising proper maritime skill would have thought it incumbent upon him to perform. The manoeuvre would have taken nearly an hour and before he could have done it the typhoon was at its height.

The case was later adjourned until this morning.

MAN KILLED ON THE CANTON WHARF.

INDIAN POLICE GUARD DETAINED BY THE POLICE.

Yesterday afternoon an Indian Police Guard on the Canton Wharf, whilst regulating the traffic there just at the time of the arrival of the afternoon steamer, had some trouble with the fish coolies on the wharf. He hit one of the coolies over the head with his stick, and the blow proved a fatal one, the coolie dying before he could be admitted to hospital. A casual examination revealed no injuries. A medical examination will be conducted to-day.

The Indian was immediately placed under arrest and the police are now investigating the circumstances of the case.

AMMUNITION FROM THE "CHANGSHA".

TAKOO DOCKYARD WORKMEN SENTENCED.

On the 10th October a Chinese watchman at Takoo Dockyard saw two Chinese workmen carrying a bucket between them on a pole. As the hour was 5.45 a.m. and the men had no right to be in the Yard at the time, he followed them. He saw them proceed from the No. 1 slipway where the *s.s. Changsha* was lying, undergoing repairs after running aground at Sandakan, towards the end of another slipway where a dock tow-boat, the *Man Kwan*, was lying. The watchman saw the bucket being lowered into the tow-boat which was due to leave that same morning for Yau-mati. He investigated the matter further and found that the bucket contained 1,510 rounds of ammunition and 151 cartridge clips. The two men were arrested and handed over to the police at Shaukiwan.

Yesterday they appeared at the Criminal Sessions indicted for unlawfully having the ammunition in their possession, the first prisoner stating that they picked up the ammunition with the intention of throwing it in the sea. They were not aware it was contraband. Evidence was called and the jury found both prisoners "Guilty" and his Lordship sentenced the prisoners to six months' hard labour each.

BOY OF 16 CHARGED WITH MURDER.

HOW THE CANTON FINANCE MINISTER'S WIFE WAS SHOT.

The preliminary hearing was opened at the Magistracy yesterday afternoon, before Mr. J. R. Wood, of the case in which a Chinese boy, aged 16 years, is charged with the murder of Hui Wan, wife of the Finance Minister of the Canton Government, at the Canton steamer wharf on the night of November 21st-12th.

The Assistant Crown Solicitor (Mr. T. M. Hazlegrave) conducted the case for the police and Mr. A. el Areulli defended.

Mr. Hazlegrave said the deceased lady was the wife of Chau Lo, Finance Minister of the Canton Government, who had a house in Hongkong which he visited about twice a month. He left Canton with his wife on November 3rd and arrived at Hongkong about midnight. On arrival of the steamer Chau Lo and his wife, Hui Wan, walked down the wharf on to the road and were going towards their cars when, about fifteen paces from the wharf entrance, a man alleged to be the prisoner, came from the direction of the waiting chairs and approached Hui Wan. He took hold of her by the collar and fired two shots at her and then, throwing the revolver down, took to his heels. Hui Wan collapsed. Neither she nor her husband recognised the assailant. An Indian Sergeant, who was near, heard the shot and saw a man running away after throwing the revolver down. The man ran in the direction of the Harbour Office and the Sergeant gave chase. A Revenue Officer near the Harbour Office heard the shot and stepping off the pavement saw a man running towards him. He attempted to stop him and eventually caught him in a passage way. That man was the prisoner. He took the man to the Indian Sergeant and a Chinese constable picked up a revolver near the lady's feet. No arms were found on the prisoner when he was caught. The revolver picked up was loaded in all chambers, two of the cartridges having been fired. Hui Wan was carried to her husband's car and taken to the Government Civil Hospital where later she died. Her clothing was powder marked near the shot holes.

Dr. J. Smalley said at 12.40 a.m. on November 12th a Chinese woman was admitted to the hospital suffering from a bullet wound in the back. The bullet had passed through the stomach. He extracted it, but owing to the woman's prostrate condition it was impossible to operate and she died a few hours afterwards.

Detective Inspector Eamer, in the course of his evidence, said that he had secured ammunition identical with that found in the revolver. He had carried out experiments with this on the deceased lady's coat. He found that the powder marks left on the coat, when fired from a range of six inches and eight inches were similar to the original powder mark on the coat.

After further evidence was taken the case was adjourned.

THE FIGHTING NEAR CANTON.

A good deal of fighting is going on in the near neighbourhood of Canton. It is difficult to get reliable news of the situation, but it would appear that Dr. Sun's troops are successfully battling the further advance of General Chen Ching Ming.

A Peking message to the *Daily Morning* confirms the news we published a few days ago regarding large reinforcements for Dr. Sun from Honan. The message says: "An official telegram from Canton states that Tan Yen-kai arrived at Canton on the 15th inst., accompanied by only a small staff. Tan Yen-kai's main body, numbering 10,000 men, has reached Shichow, while about 5,000 men are marching direct towards Canton. Sun Yat-sen's forces are said to be now numerically superior to Chen Ching Ming's army, the main body of which is within 12 miles of Canton. The trouble between Sun Yat-sen and the Yunnanese forces culminated in the departure of prominent Yunnanese officers for Hongkong, after which Sun Yat-sen appointed General Yang Shih-min to the command of the Yunnanese troops. It is reported to be doubtful whether the Yunnan soldiers will serve under Kwangtung officers."

THE PRESIDENT AND DR. SUN YAT SEN.

AN INVITATION TO PEKING.

The *Asiatic News Agency* of Peking says:—Instead of persecuting him after his defeat in Kwangtung by General Chen Chiang Ming, suggestions have been presented to President Tiao by certain leaders of the Chihli party that the Peking administration should, with perfect frankness and sincerity, invite Dr. Sun Yat-sen to come up to the north for the discussion of problems connected with the political reunification of the Republic. It is reported that, for the sake of the nation, this timely proposal will be accepted by the President with a view to showing the anti-Chihli elements that the new Chief Executive can forget the past actions of his political rivals, and if they are equally sincere, he is prepared to shake hands with them under acceptable conditions. But doubt is expressed in certain Yunnan China circles whether Dr. Sun, who has agreed to work under President Tiao politically, will accept the idea of issuing invitations to Dr. Sun for his presence in Peking or Tientsin to discuss political problems. It is heartily supported by the best elements of the country, whether it can be put through or not.

EUROPEAN FINED FOR ASSAULT.

KOWLOON MOTOR-BUS DRIVER AS THE COMPLAINANT.

H. M. Hendrickson, of the Orient Tobacco Factory, was the defendant in a case of alleged assault, which was heard before Mr. E. W. Hamilton at the Magistracy, yesterday afternoon. The complainant in the case was Li 'Po' Sit, a driver of the Kowloon Motor Bus Co.

In the witness-box the complainant said that about 8 p.m. on November 10th he drove his motor-bus from the Kowloon Ferry to Sham Shui Po via Nathan Road. Near the King Sing Theatre he saw the defendant and another European standing in the centre of the road. The other man, not the defendant, put out his hand and the bus pulled up very close to the defendant. As the defendant walked up to the bus witness said in Chinese: "If you want to travel by the bus you should be waiting on one side of the road and not in the centre." Both Europeans boarded the bus and just after witness had started up his engine he received a blow on the left hand side of the face from behind. The defendant was the man who delivered the blow. Witness stopped the bus and asked the defendant: "What do you mean by hitting me?" The other passengers tried to make peace and the two Europeans alighted from the bus. The defendant tried to hit him again and witness blew his whistle which brought a European Police Sergeant to the scene who advised the witness to take out a summons. He knew the defendant as a frequent traveller on his bus.

The defendant, asked if he wished to put any questions, said the complainant's story was not true.

The bus conductor gave corroborative evidence, stating that he first heard the driver explaining in Chinese to the Europeans that they were standing on the wrong side of the road and that they would be killed if they did not stand to one side.

The defendant then gave his version of the story. He said when he approached the bus the complainant talked in Chinese to him. "I thought he was saying something to me that was not good; in fact, I had an idea he was swearing at me, so I gave him a push and told him to keep quiet. As I did not like the other Chinese passengers to hear what he was saying, after that he stopped the bus and blew his police whistle and told the Police Sergeant that I struck him, which is not true."

The Magistrate, of course, it is an assault if you lay your finger on him. William Arthur Burns said that he was present when the trouble took place. The first he heard was the driver complaining to Mr. Hendrickson. Complainant asked defendant why he had struck him. Witness said that he had a fair knowledge of Chinese and understood what the driver said. He did not see any blow struck and thought that he was in a fair position to see such an incident.

The Magistrate said that he was prepared to take the defendant's account of what had happened and that the defendant was under the assumption that the driver was swearing at him in Chinese. Of course, there was no evidence of that, whilst on the other hand the defendant himself had stated that he pushed the driver, which was equal to assault. Under the circumstances, he would impose a fine of \$2 which the defendant would understand was a nominal fine. In addition he would bind the defendant over to keep the peace for six months on a bond of \$25. "You have to be very long suffering with these people, and I know there are times when I should like to kick them," concluded his Worship as he rose to leave the Court.

CORRESPONDENCE.

CRIME IN THE COLONY.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS,"]

SIR,—In view of the fact that a good many cases of murder in Hongkong are more or less connected with Chinese political affairs, may I offer, through the medium of your valued paper, the following suggestion for the consideration of the Hongkong Government?

The frequency of such cases of murder is, I believe, attributable to the fact that there are at present, in Hongkong, people belonging to the different Chinese political parties which are hostile to one another, and it is anticipated that the termination of the war at Canton, as long as such people are allowed to be here, they will continue to scheme and intrigue, and assassination and other crime will be resorted to, and the peace of Hongkong will be greatly affected; I therefore suggest that more drastic action may be taken by the Hongkong Government so as to exclude from this Colony these unwelcome persons. Only those who have been residing here for some time and are of a peaceful character should be allowed to remain, while the others, especially those who have been taking an active part in the recent fighting at Canton, should be required to leave the Colony.

It is true that several notorious persons have already been excluded, but the number remaining is still considerable, and the citizens of Hongkong will be only too glad to see that these undesirable are got rid of and that the good name of Hongkong as a peaceful trade-centre is maintained.—Thanking you for your courtesy,—I am, Yours truly,

TRANQUILITY.

Hongkong, November 20th, 1923.

HONGKONG'S FASHION MART.



DRESSES appropriate for every occasion.

HATS of the very latest mode.

COATS and WRAPS smart, but cosy.

SHOES in keeping with fashion's trend.

HANDMADE "UNDIES" dainty and alluring.

We cordially invite your inspection of the special display at our new FASHION SALON.

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COLUMBIA RECORDS

(NEW-PROCESS)

EIGHTSOME REEL

POURSOME REEL

CALEDONIANS

SAVOY LANCERS

CITY OF PLEASURE LANCERS

BOHEMIAN BOYS LANCERS

AT

ANDERSON'S

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TELEPHONE C. 4578.

AXMINSTER CARPETS

New Designs

IN

FLORAL, ORIENTAL, AND CONVENTIONAL.

ALSO

Plain with Lined Borders in

5 Different Colours.

All Sizes.

SUBSCRIPTION LIST CLOSES TO-MORROW.

The Subscription List Closed on the 14th DAY OF NOVEMBER, 1923,
and will close on or before FRIDAY, the 23rd DAY OF NOVEMBER, 1923.

HONGKONG DEVELOPMENT BUILDING AND SAVINGS SOCIETY, LTD.

Incorporated under the Companies' Ordinances 1911-1921.

CAPITAL - - - - - \$10,000,000
DIVIDED INTO 1,000,000 SHARES OF \$10 EACH.

Of the above Shares 169,000 have already been subscribed for cash by the Directors and their friends. On these \$1,000,000 will be paid on application and the balance when called up on the same basis as the remaining capital. The remaining 831,000 shares ranking equally with those already subscribed are now offered for Public Subscription payable as to \$1.00 per share on application. The balance due on each share, viz. \$9.00, will be called up as and when required by instalments of \$1.00 per share at intervals of not less than three months between each call.

Any of the shares now offered to the Public which may not be subscribed for will be allotted in such manner as the Directors shall determine.

DIRECTORS:

DR. J. C. DALMAHOY ALLAN, Alexandra Building, Medical Practitioner.
C. E. H. BRAVIS, Esq., 9, Queen's Road Central, Victoria, Solicitor.
H. A. CARTWRIGHT, Esq., 1A, Chater Road, Victoria, Managing Director, HONGKONG DAILY PRESS, LTD.
CHAN SAU FUNG, Esq., 11, Mui Fong Street, Victoria, Merchant.
CHAU SIU KI, Esq., 4, Queen's Road West, Victoria, Merchant.
FREDERICK ELLIS, Esq., 10, Ice House Street, Victoria, Stock Broker.
HON. MR. B. H. KOTTEWALL, Alexandra Buildings, Victoria, Merchant.
LEUNG YAN PO, Esq., St. George's Building, Victoria, Comptroller, of Messrs. Gray, Irving & Co.
LI WING KWONG, Esq., 153, Queen's Road Central, Victoria, Merchant.
LI YAU TSUN, Esq., 75, Queen's Road Central, Victoria, Merchant.
THE REVEREND FATHER L. ROBERT, Procureur General des Missions Etrangères, Procureur General.
WONG-PAK SON, Esq., 220, Queen's Road Central, Victoria, Merchant.

BANKERS:

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

AUDITORS:

Messrs. PERCY SMITH, SETH & FLEMING, Accountants,
No. 5, Queen's Road Central, Victoria, Hongkong.

SOLICITORS:

Messrs. WILKINSON & GRIST,
No. 9, Queen's Road Central, Hongkong.

REGISTERED OFFICE OF THE COMPANY:
No. 10, ICE HOUSE STREET, VICTORIA, HONGKONG.

PROSPECTUS.

- (a) This Company has been formed principally for the purpose of building houses in the Colony of Hongkong with a view to meeting the great demand for housing accommodation which exists in the Colony at the present time.
- (b) In particular it is proposed to take advantage of the offer recently made by the Government for the grant of land for building purposes on the basis of the scheme explained by the Colonial Secretary at a Meeting of the Legislative Council in June, 1923.

The Promoters are in a position to state that they have completed negotiations for the acquisition from the Government of the plot below "Jardine's Look-out," which is capable of accommodating 150 to 200 semi-detached houses. The Promoters are also in treaty with the Government for numerous other sites in good localities.

The Promoters have already received about 2,000 applications from persons desiring to obtain the assistance of this Company in building homes for the applicants.

The Promoters will also entertain, and, if thought advisable, take up any other scheme or schemes which may be proposed by the Government for the acquisition of land for building and development.

- (c) The Company is also empowered by its Memorandum of Association to undertake business of all kinds connected with the development of building areas.
- (d) The minimum subscription on which the Directors may proceed to allotment is 100,000 shares.
- (e) No commission or promotion money is being paid by the Company.
- (f) The Company will pay the preliminary expenses of and incident to the formation and floating of the Company down to the time when it becomes entitled to commence business, and the estimated amount thereof is \$5,000.
- (g) FREDERICK ELLIS will be the first Managing Director under a contract with the Company at a remuneration of 5 per cent. of the net profits of the Company.
- (h) The Articles of Association provide that the qualification of a Director is to be the holding of 500 shares in the Company and that the remuneration of each of the Directors is to be \$1,000 per annum.
- (i) None of the Directors or Promoters are interested in the promotion of the Company except to the extent of the shares taken by them in the Company.
- (j) Copies of the Memorandum and Articles of Association of the Company can be inspected at the office of Messrs. WILKINSON & GRIST, Solicitors for the Company, at any time during business hours.
- (k) A copy of the Company's Memorandum of Association is annexed to this Prospectus and forms part of it.
- (l) Application for shares should be made upon the Form accompanying the Prospectus and sent to the Company's Bankers together with a remittance of \$1.00 per share, the amount of the deposit.

Where no allotment is made the deposit will be returned in full and where the number of shares allotted is less than the number applied for a proportionate amount of the deposit will be returned.

(m) Prospectuses can be inspected at and Forms of Application obtained from the Company's Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION and at and from the offices of the Company at No. 10, Ice House Street, Victoria, Hongkong.

This Prospectus has been duly filed with the Registrar of Companies.

Dated the 20th day of October, 1923.

[1452]

NEW ADVERTISEMENTS

DANCING.
PALACE HOTEL.
THE POPULAR JAZZ BAND
of
H.M.S. "DESPATCH"
Will Play at the above Hotel on
SATURDAY, the 24th NOVEMBER, 1923.
DANCING—9.15 P.M. (1601)

THEATRE ROYAL
**HONGKONG AMATEUR
DRAMATIC CLUB**
presents
THE FAMOUS ROBOT PLAY
"R. U. R."
by
KAVEL CAPEK.
SATURDAY, 8th DECEMBER, at 8.15 P.M.
MONDAY, 10th DECEMBER, at 8.15 P.M.
WEDNESDAY, 12th DECEMBER, at 8.15 P.M.
SATURDAY, 15th DECEMBER, at 8.15 P.M.
\$3, \$2 & \$1.
BOOKING OPENS AT ANDERSON'S
on 27th NOVEMBER. (1602)

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
CO., LTD.

CONSIGNEES per Company's Steamer
"CALCHAS"
are hereby notified that the Cargo will be
discharged into Halls' Wharf, Kowloon, where
it will lie at Consignees' risk and subject to
terms and conditions of storage at Halls' Wharf.
The Cargo will be ready for delivery
from Godown on and after 31st November.
Optional cargo will be landed, unless notice
has been given prior to Steamer's arrival.
All broken, chafed, and damaged goods
are to be left in the Godown, where they will
be examined on any Tuesday and Fridays
between the hours of 10.45 a.m. and Noon
within the free storage period.
No claims will be admitted after the Goods
have left the Steamer's Godown, and all Goods
remaining undelivered after the 27th Nov-
ember, will be subject to rent.
All Claims against the Steamer must be
presented to the undersigned on or before the
11th December, or they will not be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st November, 1923. (1603)

NOTICE OF REMOVAL.

WE have THIS DAY REMOVED
our Offices to No. 4, QUEEN'S
ROAD CENTRAL, THE BANK OF CHINA
BUILDING (Third Floor).

CARLOWITZ & CO.
Phone No. Central 872. P. O. Box No. 33.
Hongkong, 19th November, 1923. (1599)

NOTICE OF REMOVAL.

THE OFFICES of the "HONGKONG DAILY
PRESS" have been removed to 1A
CHATER ROAD (2nd floor), to which Address
all Correspondence should be directed.
Hongkong, 16th July, 1923.

NOTICE.

UNION INSURANCE SOCIETY OF
CANTON, LTD.

CERTIFICATE No. A/120 for Nine
Shares, Nos. 2444/2454 standing in the
Society's Register in the Name of KWONG
SING LUNG of Yokohama has been declared
LOST or STOLEN, and if at the expiration
of One Month from the Date hereof the above
Document be not forthcoming the Same
will be deemed Cancelled and of No Effect,
and a NEW CERTIFICATE for the said
Shares will be issued by the Society.
PAUL LAUDER,
Acting General Manager.
Hongkong, 12th November, 1923. (1564)

NOTICE.

Messrs. SPARKLETS, LIMITED, of
10, Upper Edgecliff, London, Man-
ufacturers of Syphon, Balbs, Highly Concentrat-
ed Syphon Sparklets, etc. HEREBY GIVE
NOTICE that they have appointed Messrs.
MUSTARD & CO., 22, Museum Road, Shang-
hai, as their Sole Agents for China and Hong-
kong. All Enquiries respecting their Products
for the said Territory should be addressed to
their Agents, Messrs. MUSTARD & CO., being
carried by them at the Principal Centres. (1599)

THE HONGKONG JOCKEY CLUB.

AN EXTRA GYMKHANA MEETING
will be held (weather permitting) at
HAI YU VALLEY on SATURDAY, 1st DEC-
EMBER, 1923, commencing 2.45 P.M.
The Charge for Admission to the Public
Enclosure will be \$1. Soldiers and Sailors in
uniform Half Price.
Members are advised that they must show
their Badges to obtain Admission to the
Members' Enclosure.
Each Member has the right of introducing
2 Non-Members to the Members' Enclosure.
Tickets for whom can be obtained from
Messrs. LIVERMAN & DAVIS at \$5 up to
Friday, November 30th.
The Stewards invite the Ladies of Hongkong
to be present. (1593)

INTIMATION

To Connoisseurs - -

WATSON'S

FINEST

OLD BROWN
BRANDY

is Unsurpassed as a
Liqueur.

Exquisitely Mellow.

and of Fine Aroma;

Delightful to the

Palate.

(Blends Deliciously with
Watson's Dry Ginger Ale).

A. S. WATSON &
CO., LTD.

Wine & Spirit Merchants.

Phone 618.

BIRTHS.

CANDLIN.—At Shanghai, on November
15th, to Mr. and Mrs. G. A. CANDLIN,
a daughter.

CORNARY.—At Shanghai, on November
20th, to Mr. and Mrs. W. B.
CORNARY, a daughter. (1604)

MARRIAGES.

EUSTACE GRANT.—At Shanghai, on Nov.
14th, OWEN HENRY, son of Mr. and
Mrs. FRANK OWEN EUSTACE, late of
Yokohama, to KATHLEEN, eldest
daughter of Mrs. GRANT, of Sand-
stead, Surrey, and the late CHARLES
GRANT, of Shanghai.

GERRARD-HOUGH.—At Broadwater, Wor-
thing, on October 17th, ROBERT JAMES
GERRARD to BEATRICE MARY, younger
daughter of T. F. HOUGH, late of
Hongkong, and Mrs. HOUGH.

MORGAN-GUNDY.—At Shanghai, on
November 14th, ROBERT MORGAN, of
Shanghai, son of the late FREDERICK
MORGAN, Commissioner of Customs,
to EDITH FLORENCE GUNDY, eldest
daughter of Captain and Mrs.
GEORGE GUNDY, of Shanghai.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, NOVEMBER 22ND, 1923.

HARBOUR IMPROVEMENT AND THE COST.

The discussion on harbour improvements
makes it perfectly clear that the Colony
is faced with very heavy expenditures in
this connection in the immediate future,
and for many years ahead, and the
general public who shoulder the burden
of taxation would have been interested
to learn from the discussion something of
what is in the mind of the Government
regarding the provision of the money
necessary to undertake the very costly
enterprises that are in contemplation or
have been suggested as highly desirable.
Sooner or later nearly every one of the
schemes which came before the Shipping
Committee of the Chamber of Commerce
will need to be undertaken if the port
is to keep abreast of the times and
maintain its position as a distributing
centre as the trade continues to develop.
In this part of the world great trade
development is inevitable. Some time
ago, in the Legislative Council, H.E.
THE GOVERNOR indicated that the heavy
cost of improving the facilities of the
harbour would have to be met by loan,
and that is a view which will command
the ready endorsement of the general
body of taxpayers. It has been disclosed
that a beginning is to be made "almost
at once" with an important reclamation
scheme at Kennedy Town which will
provide for "reinforced concrete wharves

with space for godowns and transit sheds
beyond the quay, and behind that an
area for suitable development." If, as
we assume, this project is practically the
scheme adumbrated by Sir PAUL CHATER
for the Economic Resources Committee,
we may note that Sir PAUL estimated
the cost of reclamation at \$357,000 and
that a profit of more than three and
a quarter million dollars might be
expected from the sale of marina and
inland lots which would be created by
the reclamation. But Sir PAUL's estimate
was for reclamation work only; it did
not include the construction of reinforced
concrete wharves with space for godowns
and transit sheds beyond the quays. If
the Government is to build these wharves
and godowns we may conclude that the
total cost of the scheme will be some-
thing like two or three million dollars.
In the Estimates for next year the Ken-
nedy Town reclamation figures among
the "public works extraordinary" and
an estimate of \$2,000,000 is given "ex-
clusive of wharfage." Only a thousand
dollars is voted on account of this
scheme for the year 1924, so that the
Public Works Department evidently does
not expect that much progress will be
made with it in the next eighteen months.
We notice, also, that this scheme does
not come under the heading of "Harbour
Developments," for which a separate
estimate of \$12,600,000 is given (roughly
the estimate given by Sir MAURICE FIRZ-
MAURICE for the Hunghom scheme), on
which the estimated expenditure for the
current year is set down as \$2,000,
and provision is made for an expendi-
ture of \$3,000 next year. This, we
imagine, scarcely covers the fee of
the Consulting Engineer. While the
Kennedy Town scheme has been "so
far worked out that the stage is reached
when tenders for the work are about to
be invited, the Government is contem-
plating expensive developments in the
North Point section of the harbour. In
the words of Mr. PERKINS, ex-Director
of Public Works, "the Government is
practically committed to develop the
North Point foreshore," and Mr. FLET-
CHER told the Committee that the
Government had turned down an offer
by a Chinese business man to put up
ten million dollars to develop this area.
The Government, very wisely, we think,
prefers to keep the undertaking in its
own hands, but we presume it does
not intend to delay it indefinitely
though there is no mention of it
in the Estimates for 1924. We may
assume that the cost of it will approxi-
mate to the offer made by the enter-
prising Chinese business man to whom
Mr. FLETCHER alluded. Then there is the
Hunghom Bay scheme, the first section
of which is estimated to cost roughly
twelve million dollars, while the entire
scheme may be reckoned to cost three
or four times that sum. Taking into
consideration only the first instalment,
we arrive at a total for this and the
Kennedy Town and North Point schemes,
of some twenty-five million dollars. In
addition we have the wet dock proposal,
Mr. SUTHERLAND's important and mani-
festly desirable scheme for improved
control of the large Chinese passenger
traffic, and proposals for more typhoon
shelters—all very desirable but at the
same time very costly affairs. The
Government could not hope to undertake
one half of them in the immediate future,
and it would seem to us desirable that
having all these schemes before them,
the Government should formulate some
idea of what money it could conveniently
raise and assign for harbour improve-
ments over, say, the next five or ten
years. "The coat must be cut according
to the cloth." With some knowledge of
the money available for the work, the
Chamber of Commerce would be in a
better position to advise which of the
many schemes should have priority of
construction.

Mr. E. W. Hamilton on his return from
leave has been assigned the duties of
Second Magistrate.

The Colony's financial statement for the
month of August shows a balance of
assets over liabilities amounting to
\$16,350,038.08.

Silk forwarded from Hongkong by
Empress of Asia on October 25th arrived
in New York on the 17th inst., having
been 23 days in transit.

The total output of the Kailan Mining
Administration's mines for the week end-
ing November 10th amounted to 38,468
tons and the sales to 73,050 tons.

"Anybody who seeks to disturb the
equanimity of the English Civil Servant
undertakes a task which is worthy of
Hercules,"—Mr. Justice Barrett-Lennard,
of Singapore.

At the Military Hospital on Monday
night, Private Woodhouse, while delirious
from malarial fever, fell over the
verandah to the ground, a distance of
eighteen feet, and died as a result of the
"shock." It was ascertained that no bones
were broken by the fall.

The Hon. Mr. A. R. Lowe has gone
down to Singapore where he will meet
his wife who is returning from a visit to
England.

Eighteen cases of small-pox were not-
ified to the Medical Officer of Health on
Tuesday—one Portuguese, one British and
the rest Chinese. One was an imported
case.

Mr. J. E. Featherstone, who is at pre-
sent Secretary to the Canadian Minister
of the Interior, has been appointed Con-
troller under the Chinese Immigration
Act, with his headquarters at Hongkong.
Mr. Featherstone is to go to China to
superintend the regulations regarding the
emigration of Chinese to Canada.

Major-General Sir Edmund Leach,
K.C.B., of Thurloe Square, South Ken-
sington, S.W., a Crimean veteran and
late Colonel, Queen's Own Royal West
Kent Regiment (net personality £107,149),
left estate of gross value £107,776. Gen-
eral Leach made a special study of Far
Eastern affairs.

Rear-Admiral George H. Borrett, C.B.,
has been promoted to the rank of Vice-
Admiral. Vice-Admiral Borrett com-
manded the Fifth Light Cruiser Squadron,
China, during 1919-20, and was Senior
Naval Officer Yangtze River the follow-
ing year.

There is a plot of land in Canton Road,
Yau-mat, which the Government is letting
under the 40 years' lease scheme, and
squatters on the land have received
notice to quit. One of them, the Yuen
Wo Yehour store, was summoned yester-
day for failing to comply with the notice.
Mr. Burford, Land Bailiff, confirmed a
statement by the defendant that his
building was of stone and brick and that
he had some heavy machinery fixed in
concrete, which it would require some
time to remove, but the defendant did not
act on the notice till the summons was
received and then he only moved a few
tiles. Mr. Hamilton made an order for
removal to be completed in a month.

The annual Church parade of the Scot-
tish Company of the Volunteers will take
place at Union Church, Kennedy Road,
next Sunday at 11 a.m. The Golf Club
has kindly co-operated with the St.
Andrew's and St. George's Societies in
postponing the International Golf match
at Fanling which had previously been
arranged for the same day. Conse-
quently, a strong turnout of the Kilites is
expected. The full Pipe-Band will be in
attendance under Pipe-Major J. B. Ross,
and some 80 rank and file ought to march
off from Volunteer Headquarters at 10.30
a.m. The Rev. J. K. Macdonald will be
the preacher, and the Chieftain and Com-
mittee of St. Andrew's Society will attend
the service in a semi-official capacity.

Last week a property owner who was
summoned by the Sanitary Department
did not appear in Court as his house had
been sold, but still remained in his name
in the Land Office records. This week
another summons was taken out against
the same person and Mr. H. C. Mac-
namara appeared at the Magistracy yester-
day on his behalf to point out that the
property had been sold and the summons
had been wrongly served. After
looking over the documents, Mr. Hamil-
ton called for defendant, who, however,
was not present. The Magistrate there-
upon asked Mr. Macnamara to convey to
his client that he was extremely lacking
in courtesy in not letting the Sanitary
Department know and that his failure to
appear approached contempt of court.

At Shanghai last week Miss Doris
Lavers, daughter of the late Mr. P. F.
Lavers, was married to Lieutenant Morice
Blood, R.N., son of Dr. Blood of Birken-
head. It is interesting to mention that
the bride is of the third generation to
be married in the Cathedral, her grand-
mother, the late Mrs. Jenner Hogg, being
married there to Mr. Jenner Hogg, as
well as her father and mother. It was
a naval wedding, the bridegroom being
in uniform and all his brother officers
also. Among those present were Vice-
Admiral Sir Arthur Leveson and Lady
Leveson, Sir Skinner and Lady Turner,
Captain Alington, Mr. H. P. Wilkinson,
Crown Advocate, and Mrs. Wilkinson and
a number of officers from His Majesty's
ships in harbour with many other friends.
The reception was held at the residence
of Mr. E. F. Mackay, the bride's cousin.

The Hongkong Land Investment Co.
were defendants at the Magistracy yester-
day to a summons taken out by the
Sanitary Department for failing to com-
ply with a notice to repair within a week
a waste-pipe between Nos. 59 and 61,
Canton Road, Kowloon. Mr. H. C. Mac-
namara appeared on behalf of the Com-
pany. Sanitary Inspector Blake stated
that on November 2nd, he visited the
place to see if the work had been done
and found that three lengths of the pipe
were still defective and that some scaffol-
ding was still up. Mr. Wilkinson, the com-
pany's overseer, and the contractor both
gave evidence as to the repairs having
been executed in time, and Mr. Greenhill,
secretary to the Company, explained that
the property having been sold, the new
owner might have put in some repairs of
his own account. His Worship dismissed
the case.

THE LATE MR. S. B. C. ROSS. AN INQUEST.

We learn from a Home paper received
by yesterday's mail that an inquest was
held into the circumstances attending the
death of Mr. Stewart Buckle Carne Ross,
late Postmaster-General of Hongkong.
It was stated that Mr. Ross came to
England on sick leave suffering from a
malignant growth in the mouth. The
operation was undertaken more in the
hope of alleviating his agony than of
saving his life. The anaesthetic was skil-
fully administered, and the patient's col-
lapse was attributable entirely to his
condition. A verdict of "death from
natural causes" was recorded. Mr. Ross
died in a West End nursing home.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]AN GERMAN EXPLANATION
OF THE ABUSE ON INTER-ALLIED
COMMISSIONERS.

BERLIN, November 20th.

A semi-official statement, in attempting to justify ill-treatment of the Franco-Belgian Inter-Allied Control Commissioners, mentioned in a cable message dated November 1st, says that the Belgian officer aroused suspicion by burning some papers and a map found in his possession showing positions of Belgian troops operating in Saxony. The blame rests on the foreign officers, inasmuch that, under the Treaty of Versailles they were not entitled to control troops constitutionally assigned to Reich duties.

EARLIER CABLES.

GERMANY AND THE ALLIES.
AMBASSADORS' CONFERENCE
AGREEMENT.

LONDON, November 20th.

Reuter learns that the provisional agreement reached by the Ambassadors' Conference provides that the Allies will not demand the ex-Crown Prince's banishment, but insist that the German Government guarantee his good behaviour. A special date will be designated for the resumption of military control. General Nollet will arrange this resumption. The Control Commission is to notify the German Government of the place and extent of the Commission's investigations beforehand, the German Government to be required to guarantee the Allied officers' safety. In the event of German recalcitrancy, the Allies will discuss further measures.

PARIS, November 20th.

The Ambassadors' Conference did not meet to-day. The British Embassy informed the Secretariat of the Conference that owing to stress of business the British Government was unable to instruct Lord Crowe in time. British circles emphasise that the delay is in no wise an unfavourable sign. There is strong confidence that a definite agreement will be reached.

HOHENZOLLERN BARRER.

PARIS, November 20th.

The German *Chancé d'affaires* has informed the Quai d'Orsay that the ex-Crown Prince has formally renounced his rights to the throne and that the German Government has decided not to allow the ex-Kaiser to return.

AMERICAN LOAN FOR GERMANY?

WASHINGTON, November 20th.

Mr. Hoover denies that proposals are pending before the American Government for a loan for relief work in Germany, and asserts that of the suggestions made to President Coolidge the government has deemed none advisable to adopt.

UPROAR IN THE REICHSTAG.

MEMBERS' LIVES THREATENED.

BERLIN, November 20th.

An important session of the Reichstag designed to settle Herr Stresemann's fate was adjourned amid an uproar, following the Socialists' denunciation of the Government's divergent attitude towards Bavaria and Saxony respectively, also a complaint that police were present. Herr Lohde explained that the presence of civilian police was due to numerous threats against the lives of members of the Government.

LATEST CABLES.

COTTON TRADE.

DIFFICULTIES OF PROPOSED
CONTROL SYSTEM.

LONDON, November 20th.

Having found it impossible to introduce any system of control which would cover the whole of the cotton trade, the Joint Committee at Manchester has adjourned in order that the employers' section might consult their associations regarding the possibility of sectional control.

LATEST CABLES.

SAVAGE BOXING CONTEST.
SLASHING AND SPECTACULAR
FIGHT IN AMERICA.

New York, November 20th.

In a fifteen-round heavy weight contest, Kid Norfolk, an American Negro outpointed the Senegalese, Battling Siki after a slashing and spectacular battle. Although obviously not in the best of condition, Siki fought gamely and aggressively. Norfolk, however, assimilated his opponent's savage attacks, in the meantime keeping up a withering onslaught that frequently had Siki distressed. The latter was bleeding profusely from the mouth, eyes and nose.

EARLIER CABLES.

BRITISH CHAMPIONSHIP
BOXING.

LONDON, November 20th.

Owing to Beckett's retirement, tomorrow's fight at the Albert Hall between Frank Goddard and Jack Bloomfield will be for the British heavyweight championship.

Ernie Rice meets Harry Mason, the holder, in the fight for the lightweight championship of Europe and Britain.

HOME ELECTION CAMPAIGN.
SPEECHES BY CONSERVATIVE
LEADERS.

LONDON, November 20th.

Lord Balfour, Lord Derby, Mr. Austen Chamberlain and Sir Robert Horne were present at the Constitutional Club on the occasion of Lord Birkenhead's first election speech.

Lord Balfour exhorted all Conservatives to support the Government, because a bare majority was insufficient to carry out the Unionist policy.

Lord Derby believed that himself and Lord Birkenhead could accomplish the big task of securing a Conservative majority in Lancashire.

Lord Birkenhead said he was utterly indifferent as to whether he held office if the Government were re-elected. He dwelt on the prosperity of protectionist countries like America, France, and Italy.

Mr. Austen Chamberlain said that re-united Liberalism and not Socialism was their most dangerous opponent.

LORD ROBERT COILL SUPPORTS
GOVERNMENT.

LONDON, November 20th.

Lord Robert Coill speaking at Hitchin denied rumours of his resignation, and declared that as long as the Cabinet supported the League of Nations he would gladly co-operate. He had always been a free trader, but that did not mean it was no part of his duty to assist in procuring fair treatment for our exports on foreign markets. The Government should be given liberty to produce economic proposals.

WIRELESS ON SHIPS
BOATS.

TWO SUCCESSFUL DEMONSTRATIONS.

LONDON, November 20th.

Two wireless transmitting sets which have been installed in ships' lifeboats have been successfully demonstrated over a fifty mile journey from the Thames mouth. One of these was submitted by Marconi, and possessed the advantage of recording the position of the receiving ship, but required an expert operator. The other, patented by Captain Frost, nineteen inches long and nine inches deep, can be operated by anybody. Its signals were sent out and picked up sixty miles away.

BRITISH NAVY CRUISE.

AUSTRALIAN WARSHIP TO
PARTICIPATE.

LONDON, November 20th.

Mr. Bruce has announced that the Australian cruiser *Adelaide* will join the British special service squadron in Australian waters in April, and participate in the cruise across the Pacific to Vancouver and thence to England.

RUM RUNNING.

BRITISH SKIPPER SENT TO GAOL.

NORFOLK, VIRGINIA, November 20th.

The master of the British schooner *Proquid*, seized on July 31st, off North Carolina with a cargo of liquor, has been sentenced to six months' imprisonment and fined five hundred dollars.

LORD MORLEY'S ESTATE.

LONDON, November 20th.

The late Lord Morley left £50,765.

PRINCE OF WALES TO VISIT
SOUTH AFRICA.

LONDON, November 16th.

The Colonial Office announces that His Royal Highness the Prince of Wales will visit South Africa next year.

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

KIDNAPPED FRENCH PRIEST.
TULI OF SHANTUNG EXPRESSES
REGRET.

PEKING, November 21st.

The Tuli of Shantung has telegraphed to the Peking Government expressing regret at his failure to afford protection to foreigners in that province and reporting that troops are pursuing the captors of the French priest. The bandits have been located at Chiehhsien.

THE VACANT PREMIERSHIP.

PRESIDENT URGES IMMEDIATE
ACTION.

PEKING, November 21st.

President Tsao K'un, this afternoon addressed a letter to the Lower House urging immediate action with respect to the nomination of Sun Pao Ch'ang as Premier.

RAILWAY PROTECTION.

TWO BRIGADES TO BE
ORGANISED.

PEKING, November 21st.

It is reported that the Cabinet decided yesterday that two brigades be organised for railway protection purposes and also voted \$10,000 monthly as expenses.

MEDICAL BOOKS FOR JAPAN.

APPEAL BY FRENCH ACADEMY OF
MEDICINE.

PARIS, November 20th.

The Academy of Medicine has requested its members to send books to replenish the Tokyo University library.

EARL OF CAVAN'S OFFICIAL VISIT
TO SINGAPORE.

LONDON, November 20th.

The Earl of Cavan directly after Christmas departs on an official visit to Singapore. He has also accepted an invitation to visit Australia and New Zealand. He returns in May via Canada.

[BY COURTESY OF THE "DAILY BULLETIN"]

TYPHOON DAMAGE AT MANILA.

MANILA, November 20th.

Typhoon damage to the crops amounted to hundreds of thousands of pesos. Over 12 inches of rain fell during the 24 hours on the 19th inst.

CONSTABULARY CLASH WITH
MOROS.

MANILA, November 20th.

Constabulary, under Major Fort, clashed with Moros at Mount Butig, Mindanao. Three of the constabulary were killed. The Moro casualties are not stated.

It is believed that Datu Santiago's 200 followers, including women and children, were scattered.

DOVER ADMIRALTY
HARBOUR.ADMIRAL LEARMONTH AND
SAILORS' SUPERSTITIONS.

On the occasion of the formal transfer of Dover Admiralty Harbour to Dover Harbour Board, Rear-Admiral F. C. Learmonth, Hydrographer of the Navy, in handing over the harbour, told a story concerning the superstition of naval men.

"Early in the war, he said, it was considered advisable to sink two block-ships in the western entrance of the Admiralty Harbour for submarine defence. When it became known that the Canadian Pacific liner *Montrose*, on which the notorious murderer Crippen was arrested, was to be one of these ships, superstitions naval men said, 'No good will come of it if you sink that ship there; we hope she will disappear somehow.' However, the *Montrose* was sent to Dover in December, 1914. Her grave was almost ready, and she was to be sunk the next morning, when during the night a heavy gale sprang up, and the ship was so to speak, 'spirited' out of the harbour, going out, marvellously, without damage to herself or to other ships in the harbour, and then striking on the Goodwin Sands, by which she was devoured. After the war, when the harbour became a scene of inactivity, schemes for its development for commercial purposes were put before the Admiralty by Sir William Crundall, and after long negotiations it was considered that it was not in the national interest that the harbour should remain undeveloped. In conclusion, Admiral Learmonth wished success to the Harbour Board in their schemes for the development of the harbour commercially.

Sir William Crundall, chairman of the Harbour Board, formally accepted the Admiralty's offer, and said it was the intention of the Board to deal with it in a comprehensive way.

The harbour was completed in 1900 at a cost of £5,000,000. It encloses over 600 acres of water.

THE EARTHQUAKE FROM
SEAMAN'S VIEWPOINT.

EXPERIENCE OF A SHIP'S CREW.

INTERESTING LECTURE BY STAFF-
CAPT. HOLLAND.Quite a lot has been heard from one source or another of the very fine work done by the *a.s. Empress of Australia* during the great Japanese earthquake.

but the public in Hongkong have not been afforded an opportunity of learning much of the inner history of the experiences of the ship's crew during that terrible and trying time. Last night, however, the Staff Captain of the liner (Captain A. J. Holland) gave a lecture at the Wesleyan Sailors' Home, Arsenal Street, on the subject before a large and appreciative audience. The lecture was entitled "Personal Experiences during the Japanese Earthquake," and it was made all the more interesting by several photographic lantern slides taken immediately before and after the earthquake from the decks of the vessel by Mr. Winchester, the plumber on the liner.

Captain Holland, after giving details of the position of the liner on her arrival in Yokohama, had a picture thrown on to the screen showing the positions of the various vessels some little time before the earthquake. One could see a President boat close by the *Australia* and not far from her the outline of the *Andre Lebou* could be recognised, whilst the position immediately behind the liner (though it was not shown in the photograph) was taken up by the American steamer, the *Steel Navigator*. Another picture placed on as a preliminary showed the crowd of three or four hundred people assembled on the wharf to witness the departure of the liner scheduled to take place at 12 noon, just when the earthquake took place. In this picture the people could be seen standing with streamers in their hands. "At 11.57 a.m. I reported to Captain Robinson," said the lecturer, "that everything was ready for departure. All the hawsers had been removed except one or two Manila ropes whilst two hawsers were made fast fore and aft waiting to tow us out. I stood on the top bridge with the Captain; we were just waiting for the stroke of noon before giving the orders to 'let go.' That order was never given, for exactly one and a half minutes before the hour we heard a tremendous rattle, like the noise of the running out of an anchor chain, only much louder. Captain Robinson said to me in a tone of surprise 'What on earth is Claxton letting the anchor go for?' I replied 'That is not the anchor it is an earthquake shock.'"

"The experience on that great liner for the next few moments I shall never forget. The ship did not tremble, she shook violently. It was just as if the ship was a rat and some big dog had picked it up and was shaking the life out of it. The masts were trembling like reeds; in fact, I was afterwards informed that Mr. Claxton told the men to stand clear as he was afraid the foremast was coming down."

The lecturer then described the unrestricted view from the top bridge. "Looking towards the shore I saw the most wonderful sight I have ever seen. The land appeared to come along towards us in great waves, each wave about four or five feet high. With a roll and a heave everything went under. In the course of a few minutes Yokohama had simply ceased to be. It was a sight I shall never forget. Wharves and piers heaved and rolled and telegraph poles just wiggled and came down. As to the three or four hundred people on the wharf, seeing the liner off, they were going. We saw motor cars and people being engulfed—never to reappear alive."

Captain Holland then went on to speak of the efforts of the crew to cope with refugees. They took on board everybody who came to them, irrespective of nationality. In a short space of time about 1,000 of different nationalities had been taken on board and then it was decided to exclude Japanese, as there were several Japanese boats within range to which the Japanese could go. After the city had been levelled a cloud of dust arose which "hit the ship." "I say, 'hit the ship,'" explained the lecturer, "because it really did." After the blinding, stifling dust came the flames and smoke and the city was blotted out for the rest of the day.

About the same time a Japanese ship ran aground and pulled up the merrings of another steamer, which made "several hits at the *Australia*." "That is why we are here now," said the lecturer, "we are now in Taikoo Docks having those hits repaired."

Speaking of the spreading fire Captain Holland said that early on they realised the danger of the flames and arrangements were made for the connecting up of all the fire hose on the vessel. The Chief Engineer was able to supply them with all the pressure they needed and when the heat of the burning sheds on the wharf was at its greatest they were able to turn on a tremendous stream of water on to every part of the ship. In all 42 hoses were used. The danger from the flames became so great that they realised that the best thing to do was to get out from the wharf. But they could not. They could not back out as the *Steel Navigator* was behind them whilst the two tugs had simply disappeared and they did not see them again for several days. Captain Robinson asked the *Steel Navigator* to move but the Captain of that vessel had been killed and the Chief Officer was left with all the responsibility. He had dropped both his anchors and desired to remain. They were able, however, by the grace of God to save the ship from fire, but the heat at times was so intense that all the panes of glass on the starboard side were cracked.

All that night boats toiled backward and forward bringing refugees to the ship. It was then that they realised how small and insignificant humanity was in a disaster such as that. Captain Holland told several stories of heroic sufferers and described the great efforts that were made by everybody to help and relieve those in pain. The lecturer said it was not a case of the old motto, "Do unto others as you would have others do unto you," but "to do infinitely more unto others, as you would have others do unto you." He told a story of a coolie who bore terrible pain from a smashed leg in grim silence; of an American who apologised because he groaned once in his great pain; of an old woman aged 65 years who, with her dog swam a matter of nearly three-quarters of a mile through water covered with dirty oil fuel to reach the ship.

As to the dangers of the burning oil on the water, Captain Holland had much to say. On the morning of the second day the ship still lay at the wharf when at seven o'clock they spotted a patch of burning oil coming towards them. This was about 100 feet in diameter and the flames were roaring skyward to the height of four to five hundred feet. The flames, as they shot upwards made a noise not unlike a whirling wind and it was obvious that if the ship did not leave the wharf before this patch of burning oil caught them she would be destroyed. With the help of the *Steel Navigator* they managed to draw out and by some very smart seamanship on the part of Captain Robinson they were able to just get clear by the use of their starboard engine. The roaring flaming oil just passed their bow by thirty feet, passing over the spot where they had been ten minutes before.

Captain Holland concluded his lecture by saying that he would like to say a word of praise for the Chinese crew on board. "We are apt to run down the Chinese seaman at times, but in that disaster every one of the Chinese seamen on board the *Empress* were heroes. The Chinese boys were simply wonderful. They were patient and waited on everybody, making no exceptions and doing everything they could think of to make the refugees comfortable. Then the sailors, they stuck to their duty like men. When the flaming oil was approaching the bow of the liner they stood ready with the hose pipes and did not flinch. On another occasion eight of them volunteered and went on to the wharf when the sheds were burning and there was a great deal of danger about. They did not know if they could get back but they did. They were all very brave." (Loud applause.)

Amongst the audience were a great many of the European crew of the *Empress of Australia*. A vote of thanks to the lecturer was proposed by the Wesleyan Chaplain (the Rev. C. Clouston Porri).

By making a non-stop flight of 118h. 41min., during which she covered 4,400 miles, the French airship *Diamant* has set up a new world's record.

A shark, weighing 3cwt. was caught five miles south of Sandown Pier by fishermen, who were out after mackerel, on September 19th. It took them three hours to get it into a boat, and some 200 yards of net were torn to pieces.

Great interest has been aroused in America by a resolution passed by the Congress of the American Bankers' Association at Atlantic City, advocating the remission in whole or in part of the Allied debts to the United States, if such a step would be likely to aid in the settlement of the Reparations problem.

DOCKYARD RECREATION
CLUB.LAST NIGHT'S CONCERT AND
PRIZE DISTRIBUTION.

The Hongkong Dockyard Recreation Club held its annual prize distribution last night at the Royal Naval Theatre, the occasion being one of great jollification. There was a large attendance of Club members, their wives and friends, whilst many Naval Officers, including the Commodore, honoured the event with their presence. In the earlier part of the evening a first rate concert was given, the first half of the programme being supplied by the *Diamond* concert party, whilst the second half was supplied by a number of well-known local artistes. During the interval the prizes were presented by Mrs. Bromwich, wife of the Engineer Manager of the Dockyard and the Commodore took opportunity of congratulating the Club on its success in winning the Hongkong Ride Champions-ship Shield. At the conclusion of the concert a dance was held in the Theatre which was also a great success.

The following is a list of the artistes who took part in the concert—Mrs. Collett, Mrs. Lockhart, Miss Gauthier, Messrs. Killyard, Marsh, Holland, McGraw, J. D. Simes, W. Payne, E. H. Rampling, W. Haagar, W. Gill, W. E. D. Cater, P. Labrum and Wheller. The accompanists were: Mr. J. Mutter, Mr. Collett and Mr. Haake.

The M.C. for the dance was Mr. H. Budden.

SHOOTING.

Winner of club championship cup, A. Pritchard; winner of Officer's challenge cup, A. Pritchard; winner of handicap cup, L. Gill; winner of 2nd prize handicap cup, A. Pritchard.

TENNIS.

Doubles Handicap—Winners, F. S. Burden and E. Milton; runners-up, J. Hollidge and A. C. Shephard. Singles Handicap—Winner, A. C. Shephard; runner-up, L. G. Luck. Singles Championship—Winner, L. G. Luck; runner-up, A. C. Shephard.

BILLIARD HANDICAP CUP.

Winner, A. H. Oswick; runner-up, J. Peasley.

SNOOKER HANDICAP CUP.

Winner, W. J. Grantham; runner-up, A. G. Smith; 3rd prize, W. J. Grant.

INTER DEPARTMENTAL SPORTS.

Winner of Shield presented by Commodore H. E. Grace, R.N., Chief Engineer's Department.

FAR EAST STAMPS.

THE KING'S EXHIBITS.

In accordance with annual custom, stamps from the King's collection will be exhibited on Thursday next at the first meeting this season of the Royal Philatelic Society. The King's exhibits this year will consist of stamps of the Straits Settlements, and a paper on them will be read by Mr. E. D. Bacon, curator of the Royal collection. Of late there has been among philatelists a marked revival of interest in the postal issues of the Far East in particular. This season of the King's collection has been re-arranged and considerably augmented. When the administration of the Straits Settlements was transferred from the Hon. East India Company to the Colonial Office, on April 1st, 1867, the East India postage stamps previously in use there were provisionally overprinted with the device of a crown and surcharged with new values in "cents" currency. The next year, 1868, saw the introduction of a distinctive series of postage stamps, which were engraved and printed in London.

A reduction in postage rates (following on the admission of the Colony to the Postal Union) in 1870 necessitated the creation of emergency supplies of 5c. and 10c. stamps, for which recourse was had to local surcharging. Subsequent provisional printings were occasioned by further modifications of the postal tariff, or occasional temporary scarcity of certain denominations, brought about by the commercial development of the Straits Settlements between the years 1880 and 1890. The special border designs peculiar to the postal issues in most common demand were originally adopted in 1904, and the emblematic of the chief Settlements. Singapore is typified by two groups of crown post stamps, which flank the portrait medallion; Penang by the "pinnar" or betel-nut palm; Malacca by the Gula Malacca or sugar palm; while the Malay States are symbolised by the *Welleyes* Prince. These designs were prepared by Sir Walter E. Fryer and Mr. Noel Trevelyan, then Colonial Postmaster-General. On the incorporation of the island of Labuan in the Straits Settlements, in 1907, the former Labuan stamps were sent to Singapore, and there overprinted "Straits Settlements" for use in any part of the Colony.

At one time each of the protected States had its own separate issue of postage stamps, but since 1900 a general series for the Federated Malay States has been in circulation, except in Johore, Kedah, Kelantan, and Trengganu, all of which retain their own stamps. Before 1898 stamps of the Straits Settlements were used for international postage throughout Malaya, North Borneo, Sarawak, and Labuan, in conjunction with the local stamp issues for those countries, which were not then included in the Universal Postal Union.

The rarest stamps of the Straits Settlements are found among the "crown post" for use in the protected native States, but even of these few exceed £50 in value at present. The demand for them is, however, increasing.—*Correspondent, The Times.*

WORLD THEATRE

THURSDAY, 22nd, to SATURDAY, 24th Nov.
at 5.15 P.M. and 9.15 P.M.

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Y. 10-13 in cities and some popular resorts.
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IN JAPAN PROPER		
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Kamakura	Miyako Hotel	Nara
Kashin Hotel	Matsuyama	Nara Hotel
Kanazawa	Part Hotel	Nikko
Mikasa Hotel	Miyajima	Kanaya Hotel
Mampel Hotel	Miyajima Hotel	Saito Hotel
Kobe	Miyanoheita	Oosaka
Oriental Hotel	Fujiya Hotel	Oosaka Hotel
Tor Hotel	Nagasaki	Shimonoseki
	San-yo Hotel	
	Japan Hotel	
	Taiwan (FORMOSA)	
	Taiwan Railway Hotel	
IN MANCHURIA		
Fusan	Changchun	Hoten (Mukden)
Fusan Station Hotel	Yamato Hotel	Yamato Hotel
Keljo (Seoul)	Dairen	
Chosen Hotel	Yamato Hotel	Byonjan (Port Arthur)
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" ... 2s "	2.00
" ... 3s "	3.25
" ... 4s "	2.00
CHIVERS ... 1s "	1.40
BRANDS ... 2s "	2.60
" ... 3s "	3.80
" ... 4s "	4.80

DEFENDING THE CHRISTIAN
HOME.BISHOP OF LONDON AND
DIVORCE.

The Bishop of London, speaking at Church House, Westminster, on October 13th, at a mass meeting of the London Branch of the Mothers' Union, said they did not want any extension of the grounds of divorce. They were defending the Christian home, and the Christian home was the greatest safeguard and the greatest treasure a woman had. The Church had never sanctioned divorce. In reading our Lord's words there was only one ground for divorce, and that was infidelity. The moment they began to spread it to cases of husbands drinking or in lunatic asylums, or who had been convicted, they were simply giving our Lord's words an impossible rendering, and they should oppose it as Christians and church-people. He hoped the Mothers' Union would help him in this most difficult task of safeguarding the marriage laws. He had carried on for twenty-two years the fight that no one should be married in a church in London who had a husband or a wife alive. They were maintaining in the heart of the Empire the indissolubility of matrimony. (Hear, hear.)

Continuing, the bishop said that he had been a teetotaler for forty years, and he honestly attributed his extraordinary good health at 65 years of age not only to being a teetotaler, but also to being a non-smoker. They still had to fight a battle in Parliament with regard to the drinking hours. They had men of the world and the whole strength of the drink trade against them, and unless they were very careful they would go back to the old days. "It was the difference between heaven and hell," an Eastern clergyman had said when referring to the old and the new hours. Concluding, the bishop said that it was the business of the mothers gently and quietly to acquaint themselves with the facts of human life, and to tell them to their daughters. If the fathers would not tell their boys, they should.

THE CHURCH AND SOCIAL
REFORM.

DIVIDED VIEWS OF CLERGY.

The conference of modern Churchmen was resumed at Gorton College, Cambridge, on September 28th.

Canon C. S. Woodward, vicar of St. Peter's, Cranley-gardens, said that the weakness of nineteenth-century Christianity was that it tried to maintain an unreal distinction between the material and the spiritual. No such distinction could be sustained: the two spheres acted and reacted on each other continually. The sons of the kingdom must take their full share in directing the life of the community; they must be politicians in the highest sense of the word, striving to remove bad housing, underpayment, unemployment, and the like. The infant mortality in Kensington was second only in the whole of London to Shore-ditch, because of the appalling housing conditions in North Kensington. He preached two rather vigorous sermons on the subject, and a strong deputisation of parishioners was formed to wait upon the Borough Council, with the result that now something was being done to remedy the conditions.

Canon Tollinton deprecated such a method of "direct action." It would be a great danger, he said, if on the strength of one successful case they were to take this as a general policy for the Church to adopt, because he felt that if such direct action were generally resorted to as a normal part of the Church's duty, they might be landed in some very disastrous results. The better way was for the Church to endeavour to create the right spirit and the right outlook in all her members. If that could be done people would do the right thing without being urged to do so by the Church in any official manner.

The Dean of Carlisle said that instances such as that quoted by Canon Woodward were matters of expediency which every man must settle for himself, and for which no general rule could be laid down. Ecclesiastical assemblies were apt to adopt ideas that were either hopelessly vague or else involved a particular scheme of economic change with which a very large number of thoughtful Christians might disagree.

THE PLEASURES OF LIVING
LOVE OF CREATIVE WORK.

Lecturing at Browning Hall, Walworth, on "The Pleasures of Living," Dr. Josiah Oldfield claimed that we are suffering to-day largely from the curse of discontent brought about by delusions that have been shattered. "There is only one royal and universal way to contentment," said Dr. Oldfield, "and this lies through doing individual creative work, and through the love of doing it. There is only one way to health, and that is through obedience to Nature's law of air and sunshine, to the body a dietary as gathered in the Garden of Eden, porous and light clothing, a night for sleep and a day for toil, and an abhorrence of all drugs. There is more joy in owning half an acre of land and growing roses and apples and cabbages in your spare time, than in possessing a Rolls-Royce and road-hogging 'po' Brighton every week-end. Lazarus, in my opinion, had the best of it in both worlds, for he had a good appetite and plenty of bread to satisfy it, and kindly dogs to dress his sores with healing saliva on earth, and a comfortable corner in Abraham's bosom in heaven. The rich man had indigestion, and the worry of changing his clothes, and the insincerity of hypocritical servants robbing him all his life, and then a hell of misery after death. The delusion of every age is that money brings happiness, whereas the pleasure lies in the striving for it, and not in the possessing it. No man should ever look forward to 'retiring' in order to enjoy himself. He should gather fruit from the trees.

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UNION OF SOUTH AFRICA
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RESIDENCE, FARMING, TRAVEL.

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The rougher work in South Africa is done by coloured labourers and domestics. Educational facilities are good, the young can now take their University degrees in South Africa. The larger towns are modernly equipped, and many of the smaller ones are very congenial residentially. There are numerous resorts—mountain, river and marine, for an occasional change. Sport is plentiful. The cost of living and income taxation compare favourably with those elsewhere.

In short the Union of South Africa is an uncommonly attractive country.

Full particulars may be obtained from the Publicity Agent, Office of the High Commissioner for the Union of South Africa, Trafalgar Square, London, W.C.2. Specify requirements.



Danger lurks

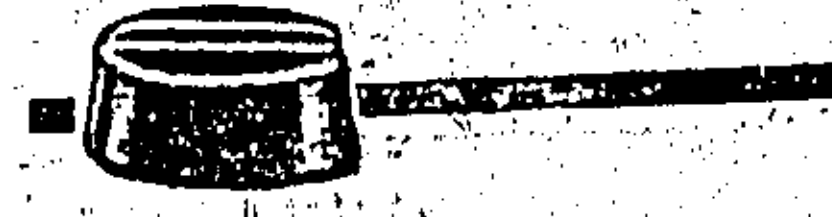
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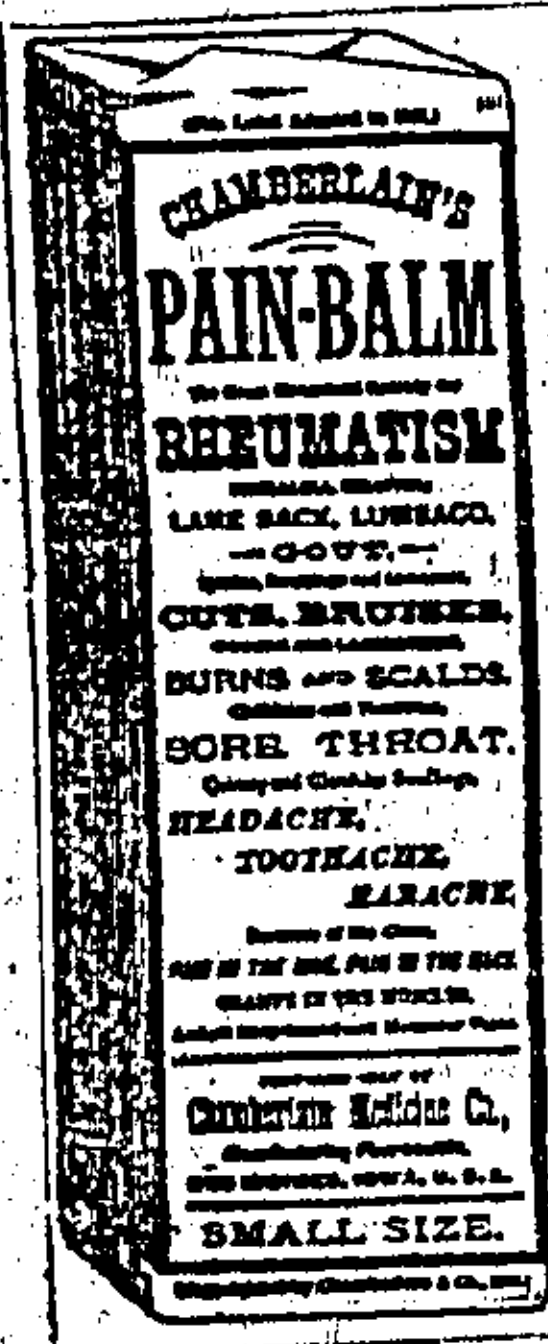
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If you have to go begging always choose the poorest door.—Mr. Stephen Gwynn.
We have to pay for our own war and everybody else's war as well.—Lord Wiltshire.

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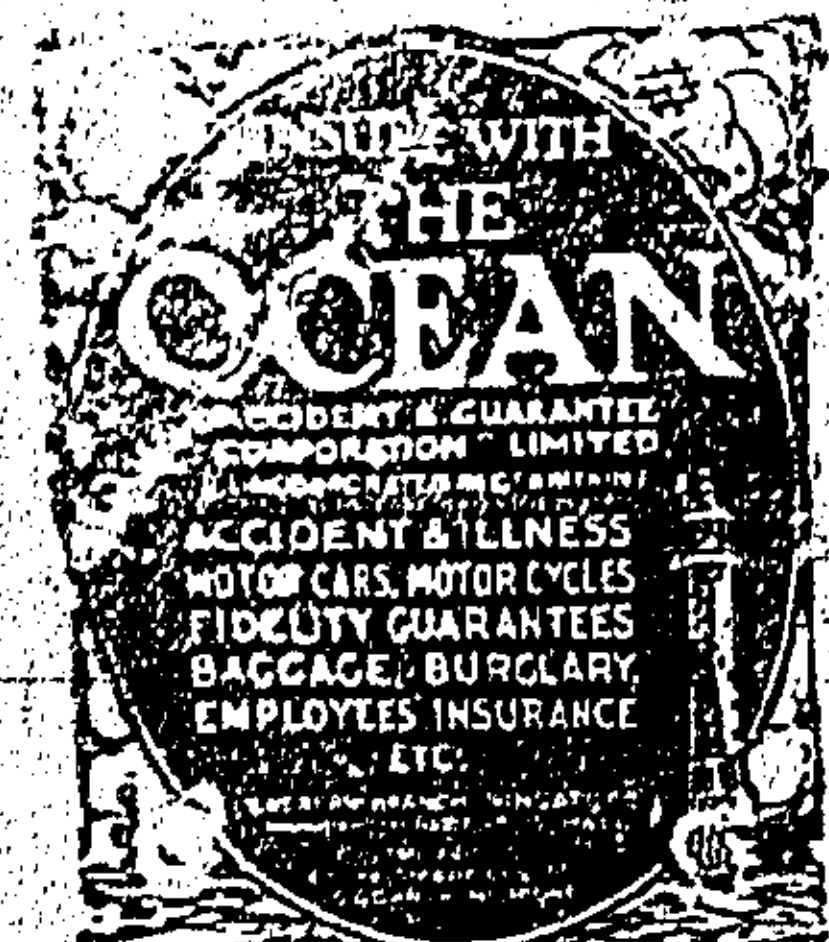
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Steamers	Tonnage, d.w.	Arrival
Hindenburg	12,350 tons	16th November.
*Emil Kirdorf	9,000 tons	End of December.
*Schoer	12,300 tons	1st half of January, 1924.
*Albert Vögler	9,000 tons	1st half of February, ..

HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Adolf von Bayer	9,000 tons	24th November, 1923.
Hindenburg	12,350 tons	Calling at Manila.
*Emil Kirdorf	9,000 tons	—
*Schoer	12,300 tons	—
*Albert Vögler	9,000 tons	—

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UNEMPLOYMENT CABINET MINISTER ON STRIKES AND LOCK-OUTS.

The Minister of Health (Sir William Joyce) is replying to a deputation of Labour (Sir Montague Barlow) on October 4th to lay before them the distressed condition of Barrow-in-Furness, in view of the seriousness of unemployment, said: "The real difficulty is this—there is only one real industry in Barrow. You say you had 17,000 working in Messrs. Vickers' before the war and 4,500 now; therefore it is fair to assume that the 8,000 who are out of work the bulk are men who could work at Messrs. Vickers'. The difficulty then, is really the only employment work can be done in Barrow. You have made yourself an armament town."

"KILLED BY THE WASHINGTON AGREEMENT." I do not want to raise political issues here, but to put it in a nutshell, Barrow has been killed by the Washington Agreement. There is no doubt about it. The political views which are most favourable to the reduction of armament, throughout the world are the political views of parties which are not quite my own. And those of you gentlemen who represent trade unions and Labour come here perfectly frankly to ask me to get you a cruiser or half a dozen submarines in Barrow. I quite agree that would be a remedy that would settle the position at once. But the moment I did that I should have the whole of the Labour party upon me for increasing armament.

"I was not responsible for the agreement of Washington. I am an old-fashioned Conservative who believes in keeping his powder dry. These are gentlemen, not the views which some of you represent. That is my difficulty. Recently the Ministry of Labour and my department have been in touch with the Admiralty, and they have given some work to Barrow. You may say it is contract work. That is true. But the contract was put before Barrow, and the work would never have been done at all for the next four or five years if we, the two departments, had not induced the Admiralty to expedite. Now I cannot say more than I have already said to the Prime Minister, so that I may report to him the position of affairs."

"Now, with regard to commercial work, such as shipbuilding, I am an old-fashioned Conservative who believes in keeping his powder dry. These are gentlemen, not the views which some of you represent. That is my difficulty. Recently the Ministry of Labour and my department have been in touch with the Admiralty, and they have given some work to Barrow. You may say it is contract work. That is true. But the contract was put before Barrow, and the work would never have been done at all for the next four or five years if we, the two departments, had not induced the Admiralty to expedite. Now I cannot say more than I have already said to the Prime Minister, so that I may report to him the position of affairs."

COMMERCIAL WORK. The Government Committee on Unemployment has been using its utmost endeavours to find work other than road-making and digging holes in the ground and filling them up again. That is almost as bad as accepting doles. We are striving with this purpose in view, to find some orders that can be given either through local authorities or through public utility companies, or direct from the Government to the ordinary commercial centres of the country, so that the man who is making the articles will feel that he is giving full value for the wages he is receiving.

"Now I hope that one of the things that will be able to be done will be a very large reconstruction of steel works throughout the country that will provide work for the iron and steel trades. I do not know whether it will be possible for any of that to go to Barrow. I hope so. I see that Barrow has steel works. Whether they can convert those, or whether Messrs. Vickers can convert themselves into manufacturers of, say, steel girders, is the question."

OPENING UP AUSTRALIA. NEW RAILWAY BEGUN.

A notable step in the removal of State obstructions to natural development in Australia was taken on September 28th, when the first sod was turned of the first of a series of railways to be constructed jointly by the Governments of New South Wales and Victoria. These lines are designed to open up the Riverina, a rich area of country, the real outlet of which is Melbourne.

The first railway connecting Moama, on the Murray River, with Balranald, on the Murrumbidgee, will make a million and a half acres available for production of which a million are suitable for close settlement. The event was marked by official and popular demonstrations.

"The Borders Railway Bill, which was passed by the New South Wales and Victorian Parliaments, made possible the construction of the railway mentioned by our correspondent. When the series is completed 9,000,000 acres of fertile land to the north of the River Murray—land which has virtually been locked up since 1851—will be thrown open for settlement. The cost of the whole scheme is estimated at £1,500,000. The railway from Moama to Balranald will be 120 miles long. Times."

CHILLS THAT WEAKEN THE LUNGS. SUDDEN DANGERS LURKING IN THE WEATHER.

Just as the mighty river is but a tiny rill at its source, so it is with most diseases of the throat, chest and lungs. In their earlier stages, they too, seem small and insignificant. That is why you should always remember to slip a Peps tablet into your mouth whenever you feel chilly, or a throat soreness and sneezing attack warns of a cold.

It is impossible to over-emphasize the dangers of neglecting colds and chills. Neglected colds lay the foundations of weakly constitutions in childhood. Even an ordinary cold in the head can develop into chronic catarrh; deafness, constant running at the nose, etc. Cold on the chest paves the way for bronchitis, asthma or other chronic chest weakness, even if lung congestion, pleurisy or pneumonia does not supervene, while a sequence of colds leaves the lungs in such a weakened state that they provide fertile soil for the seeds of the dreaded consumption.

The Peps treatment provides the handy and most effective means of dealing with all coughs, colds and chest troubles, for it enables a most powerful and natural curative agency to be introduced direct into the chest and lungs. The powerful medicinal fumes given off by the Peps tablets carry comfort and healing to all vital inner parts of the breathing system. They swiftly banish colds, chills, influenza, sore throat, etc., by dissolving and destroying the germs which cause them. Even when a cold or chill has passed beyond its first stages when the throat is sore, the eyes and nose "running," the breathing passages "made-up" and you feel the aches, pains and stiffness getting into your very bones, Peps provide the surest means of ending soreness and congestion and clearing away attack.

Obtain a bottle of Peps from your regular medicine dealer to-day, or from Agents: Wakefield & Co. (China), Ltd., 60, Kings Road, Shanghai. Carry them about with you wherever you go. Take them freely as a protection against the many dangerous chest and lung affections inherent to our climate with its trying extremes of temperature.

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SAILINGS	SUBJECT TO ALTERATIONS.
HAIPHONG via HOIHOW	"MINGSHANG" Thursday, 22nd Nov., Noon.
MANILA	"CHEONGSHING" Thursday, 22nd Nov., Noon.
SHANGHAI via SWATOW	"BUIRANG" Saturday, 24th Nov., 11 a.m.
BANGKOK via SWATOW	"LOBSANG" Sunday, 25th Nov., 7 a.m.
SEANGHAI via SWATOW	"KWANGSANG" Monday, 26th Nov., 10 a.m.
SHANGHAI	"TUNGSHANG" Tuesday, 27th Nov., 1 a.m.
TSINGTAU via SWATOW & SHANGHAI	"WOSANG" Tuesday, 27th Nov., 7 a.m.
BANGKOK via HOIHOW	"KWONGANG" Wednesday, 28th Nov., 7 a.m.
SHANGHAI via SWATOW	"CHUNSHANG" Thursday, 29th Nov., 10 a.m.
HAIPHONG via HOIHOW	"YATSHING" Friday, 30th Nov., 7 a.m.
STRAITS & CALCUTTA	"LEESANG" Saturday, 1st Dec., Noon.
TSINGTAU via SWATOW & SHANGHAI	"KUTSANG" Saturday, 1st Dec., 3 p.m.
SANDAKAN	"FOOSHING" Wednesday, 30th Dec., 7 a.m.
ROBE via SHANGHAI	"HAIKANG" Wednesday, 30th Dec., 1 p.m.
	"KOSANG" Saturday, 8th Dec., 7 a.m.

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BRANUMA LINE - Callings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze River via Shanghai.

MANILA LINE - A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

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"GLENARA"	3rd Dec.	"GLENAMOY"	14th Dec.
"CARMARTHENSHIRE"	14th Dec.	"GLENAMOY"	21st Dec.
"GLENARA"	21st Dec.	"GLENAMOY"	28th Dec.
"GLENARA"	28th Dec.	"GLENAMOY"	4th Jan.
"GLENARA"	4th Jan.	"GLENAMOY"	11th Jan.

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The Glen Line, Ltd., AGENTS.

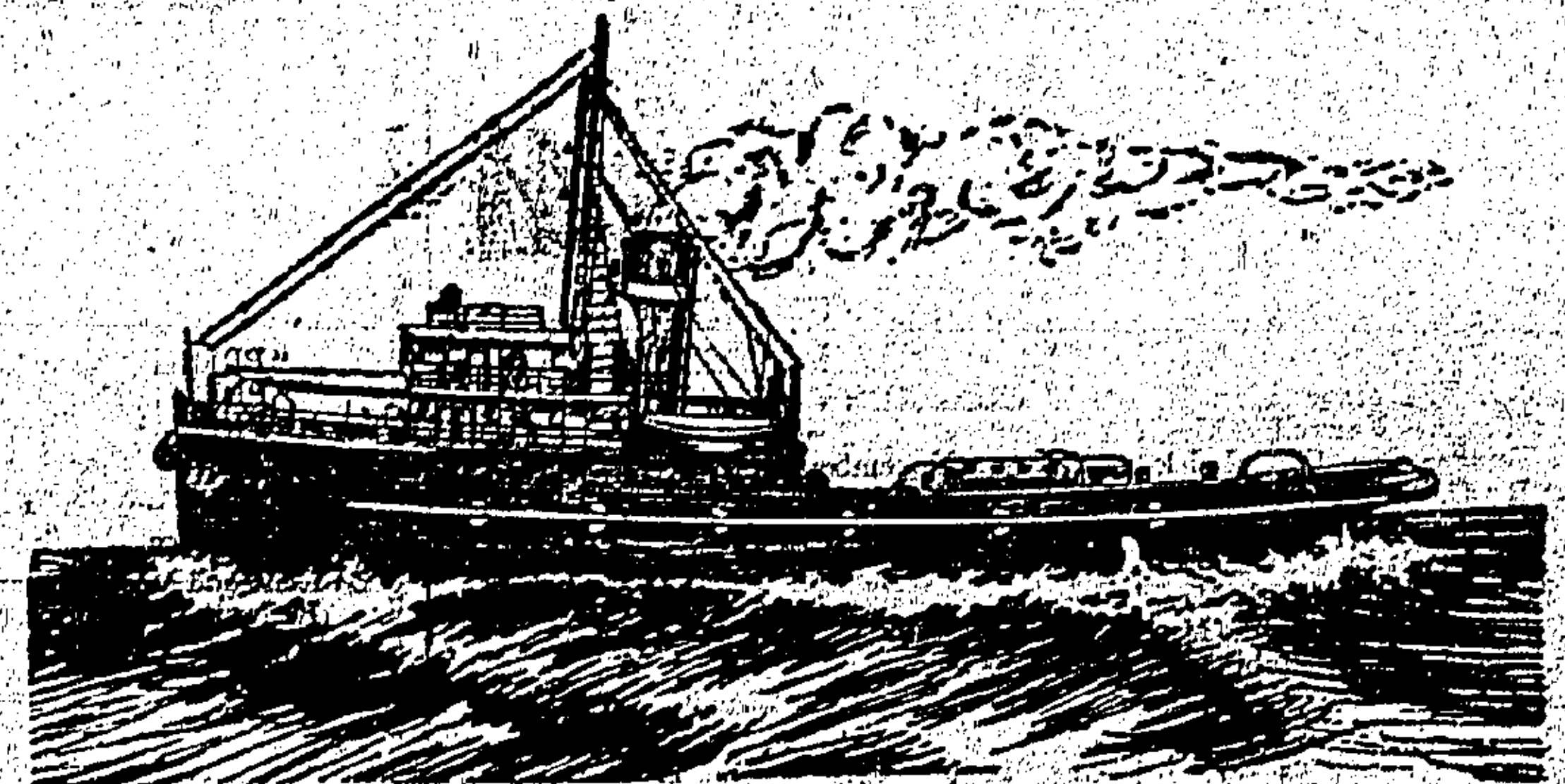
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SHIPPING NEWS

ARRIVALS.

November 20th.
Sanning, British str., from Canton, lying at buoy No. 48.
Sungli, Portuguese str., 400 tons, Capt. G. A. de Souza, from Kwang Chow Wan, with a general cargo, lying at Saikong wharf.—Po On S.S. Co.

November 21st.

Anakum Maru, Japanese str., 2,336 tons, Capt. S. Tsubata, from Swatow, with a general cargo, lying at O.S.K. wharf.—O.S.K.
Andes Maru, Japanese str., 4,847 tons, Capt. Y. Miyahara, from Moji, with a general cargo, lying at Kowloon wharf.—O.S.K.
Burma Maru, Japanese str., 4,584 tons, Capt. H. Meguro, from Swatow, with a general cargo, lying at Kowloon wharf.—O.S.K.
Calcutta, British str., 6,313 tons, Capt. R. J. Woodgett, from Singapore, with a general cargo, lying at Holt's wharf.—B. & S.
Cheongching, British str., from Canton, lying at buoy No. 48.

Empress of Russia, British str., 8,750 tons, Capt. A. J. Hosken, from Vancouver, B.C., which port she left on November 1st, with a general cargo, lying at Kowloon wharf.—C.P.S.S. Co.

Hai Foong, British str., 1,146 tons, Capt. Ellis Walker, from Swatow, with a general cargo, lying at Douglas wharf.—Douglas, Lapraik & Co.

Hongkong, British str., 561 tons, Capt. W. Brewer, from Swatow, with a general cargo, lying at Chiu On wharf.—Chiu On S.S. Co.

Kiungai, British str., 1,555 tons, Capt. G. Morse, from Bangkok and Swatow, with a general cargo, lying at buoy No. 48.—B. & S.

Kwong, Chinese str., 1,463 tons, Capt. G. E. Crawford, from Shanghai, with a general cargo, lying at buoy No. 48.—C.M.S.N. Co.

Shanghai, British str., 1,568 tons, Capt. R. Robertson, from Shanghai and Amoy, with a general cargo, lying at buoy No. 48.—B. & S.

Sekino Maru, Japanese str., from Canton, lying at buoy No. 48.
Sikora Maru, Japanese str., 6,100 tons, Capt. M. Otani, from San Francisco and Shanghai, the latter port she left on November 19th, lying at buoy No. 48.—T.K.K.

Taito Maru, Japanese str., from Canton, lying at buoy No. 48.
Tjickelmar, Dutch str., 5,025 tons, Capt. J. J. Duit, from Dalm, with a general cargo, lying at buoy No. 48.—J.C.I.L.

CLEARANCES.

November 21st.

Burma Maru, for Kobe.
Calcutta, for Shanghai.
Hainan, for Saigon.
Hongkong, for Swatow.
Kwong, for Amoy.
Kwong, for Canton.
Kwong, for Hongkong.
President McKinley, for Manila.
Sekino Maru, for Fuchow.
Sungli, for Kwang Chow Wan.
Sanning, for Swatow.
Taito Maru, for Keelung.
Taito Maru, for Manila.
Taito Maru, for Hongkong.

PASSENGERS.

ARRIVALS.

Per s.s. *Hydrangea*, on November 21st: Rev. L. Werner.

Per s.s. *Empress of Russia*, on Nov. 21st: Mrs. E. Arnold, Mr. J. Arnold, Mrs. S. Berg, Mr. and Mrs. E. Banje, Mr. H. Briggs, Miss J. Breslau, Mr. L. C. Cran, Mr. C. Chouin, Mrs. S. H. Cohen, Mr. and Mrs. L. Deining, Mrs. Rose Ellis, Mr. P. Farrant, Mr. and Mrs. J. B. Galt, Mrs. A. P. Graves, Mr. A. C. Graves, Mrs. A. J. Hailey, Mrs. I. M. Hama, Mrs. C. M. Hanley, Mr. H. Keller, Mrs. W. Logan, Mr. and Mrs. R. G. Mardock, Mr. Y. Nittini, Miss S. T. Nason, Mr. and Mrs. Palmer, Mr. H. E. Parkinson, Mr. and Mrs. A. B. Skee, Miss L. H. Sturge, Mrs. S. Simpson, Mr. J. Stephen, Mr. and Mrs. T. Troller, Mr. H. P. Winslow, Miss Walsh, Mr. and Mrs. L. R. Wagon, Mr. W. G. Weaver, Mr. F. O. Wolf, Mr. A. J. Wyly, Miss E. Aber, Miss A. Bach, Mr. F. A. Castro, Sister E. Constance, Miss N. Costa, Miss T. Costa, Mr. T. J. Bibby, Miss M. D'Aquino, Mrs. M. Fiore, Mr. W. Green, Miss E. E. Giles, Miss J. Gonzales, Mr. and Mrs. W. Hansen, Sister Helena, Miss A. Hancock, Miss P. Kohn, Mr. John B. Law, Mrs. C. H. Perry, Miss M. L. Rasmussen, Mr. G. W. Sheppard, Mr. D. T. G. Wemyss.

Per s.s. *President McKinley*, on Nov. 21st: Mrs. T. Otis Baker, Capt. C. A. Bell, Mr. and Mrs. J. W. Baldwin, Miss B. Bruce, Capt. and Mrs. L. J. Bowler, Mrs. E. S. Clark, Mr. and Mrs. R. F. Cox, Capt. and Mrs. J. F. Dorsey, Miss Helen Defrees, Mr. J. D. Farwell, Mrs. Fletcher, Mrs. L. Ferrier, Mr. C. Gabriel, Capt. and Mrs. B. C. Grant, Mrs. B. Glascock, Mrs. O. T. Morkle, Mr. J. C. Ounstead, Mr. Pedro Pido, Miss F. Poole, Mrs. C. Robbins, Mr. and Mrs. C. F. Richardson, Mrs. E. Rosenfeld, Mr. W. H. Robinson, Mrs. E. M. Robinson, Mr. and Mrs. Richards, Mr. F. Saab, Mrs. N. M. Saleby, Mr. A. E. Sunderland, Mrs. R. Springer, Misses N. R. Sands (2), Mr. R. Shima, Mr. E. M. Hanson, Mr. S. A. Hamlin, Col. Andrew Hero and Mrs. Hero, Miss E. K. Hero, Mrs. E. M. Hand, Miss A. M. Hand, Mrs. R. J. Halpin, Mrs. Jean Hughes, Miss Margaret Higgin, Mr. A. T. Heston, Miss C. J. Houts, Mr. T. A. Hill, Mr. M. Iwakawa, Mr. Y. Kasagi, Mr. T. Lake, Mr. I. Miyakita, Mrs. E. Mason, Mrs. C. S. Merriam, Mr. L. E. Moon, Mr. O. Morkle, Mr. and Mrs. J. S. Shultz, Miss Sawyer, Mr. D. Sawyer, Mr. and Mrs. J. Van Wickel.

Miss Van Wickel, Rev. C. E. Weeks, Mr. and Mrs. Carl Wickel, Miss E. J. Weavers, Mr. and Mrs. C. L. Bauman, Mr. D. W. Maher, Mr. C. J. Sabiston, Mr. E. L. Hall, Mr. A. L. Hager, Mr. L. B. Collins, Mr. and Mrs. Roy P. Cole, Mr. B. G. Butler, Mr. C. Shank, Mr. M. A. Malley, Mr. P. C. Whitaker, Mrs. Lopez, Mr. G. M. Ivory, Mr. E. J. Nell, Mrs. R. Kimbrel.

DEPARTURES.

Per s.s. *President Lincoln*, on Nov. 21st: For Shanghai: Mr. S. A. Cheney, Mr. A. N. Fenwick, Mr. C. Frischen, Mr. E. C. Holbrook, Mr. Harry Lee, Mr. A. Malcolm, Mr. and Mrs. Frank P. McWhorter, Mr. Sylvester P. O'Connor, Mr. and Mrs. G. Robinson. For Kobe: Mr. H. T. Kito and Mrs. Adele Metzger. For San Francisco: Mr. and Mrs. C. H. Ackerman, Mr. and Mrs. W. R. Allen, Miss M. Bartling, Mr. H. M. Becker, Mr. and Mrs. R. D. Chittenden, Miss Cathryn Chittenden, Miss W. Erbst, Mr. and Mrs. O. L. Everst, Mrs. R. M. Johnson, Mr. and Mrs. E. Lehmann, Mr. L. Gee, Mr. and Mrs. Geo. W. Miller, Mrs. L. R. McIntyre, Mrs. E. O'Connor, Miss E. E. O'Connor, Mrs. B. K. Rust, Mrs. W. R. Schick, and several Chinese saloon passengers.

SHIPPING MOVEMENTS.

The s.s. *Kerman* (Blue Funnel Line), from New York, left Manila on the 21st inst. for this port and is due here on the morning of the 23rd inst.

The s.s. *Aida* (Blue Funnel Line), for Boston and New York, left Shanghai on the 20th inst. for this port and is due here on the 23rd inst. She will be dispatched at daylight on the 23rd inst., via Manila and Singapore.

The s.s. *Hydra* (Blue Funnel Line), left Liverpool on the 13th inst. for Singapore, Hongkong and Shanghai, and is due here on or about December 30th.

The s.s. *Laurel* (Blue Funnel Line), left Liverpool on the 17th inst. for Singapore, Hongkong and Shanghai, and is due here on or about December 22nd.

The P. & O. s.s. *Karnata* arrived at Marseilles on November 20th.

The P. & O. Co.'s s.s. *Nyasa* left Shanghai for this port on the 21st inst. at 9.30 a.m., and is due here on the 24th, at about 6 a.m.

VESSELS EXPECTED.

Achilles (Blue Funnel), due to-day, day light.

Chamford (M.M.), due to-day.
Dardanus (Blue Funnel), due Nov. 27th.
Patroclus (Blue Funnel), due Dec. 10th.
Paul Scott (M.M.), due Dec. 9th.
Thetis (Blue Funnel), due to-day.
Titania (Blue Funnel), due Dec. 8th.
Whitland (M.M.), (Admiral Oriental) due December 2nd.

SHIPPING NOTE.

The silk which left here by the P. & O. s.s. *Karnata* on October 19th was delivered in Marseilles on November 20th, a transit of 32 days.

WEATHER REPORT.

November 21st at 1402—Pressure has increased slightly at Manila and decreased slightly at Hongkong, Haiphong and Chefoo. It is now stationary along the E. Coast of N. Luzon.

The typhoon appears to be nearly stationary in about Lat. 17 deg. N. and Long. 119 deg. E.

At 2 p.m. S.S. *Cheriton*, in Lat. 17 deg. 20' N. and Long. 119 deg. 05' E., had a moderate gale from N.E.

Cyclonic gale may be expected over the N.E. portion of the China Sea.

On the 21st November 04 hours ending at 18 hours, 21st November 04 hours. Total rain—January 1st, 106.41 inches, against an average of 81.64 inches.

The forecast for the 24 hours ending at 18 hours, Nov. 22nd is as follows:—
Distant Forecast
Formosa Channel ... N.E. winds, strong.

Hongkong to Gap Rock ... N.E. winds, moderate to fresh; fine to cloudy.
South coast of China between Hongkong and Lamock ... do.
South coast of China between Hongkong and Hainan ... do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 21st

Previous On Date On Date
Day at 1 p.m. 8 a.m. 3 p.m.
Barometer ... 29.81 29.97 29.99
Temperature ... 74 67 73
Humidity ... 87 75 68
Wind Direction ... ESE ENE E
Force ... 3 2 2
Weather ... B B B
Rain ... 0.00 0.00 0.00

Highest open-air temperature on 20th ... 74
Lowest open-air temperature on 21st ... 67

HONGKONG TIDE TABLE.

From November 22nd to 28th, 1923

HIGH WATER				LOW WATER			
Days of Week	Day of Month	H'kong Standard Time	Height	Days of Week	Day of Month	H'kong Standard Time	Height
Thurs.	23	9 13	5.5	Thurs.	23	3 0	2.5
Fri.	24	8 38	7.4	Fri.	24	2 26	3.2
Sat.	25	8 58	8.3	Sat.	25	3 39	3.2
Sun.	26	10 25	8.6	Sun.	26	4 12	1.9
Mon.	27	9 21	7.7	Mon.	27	3 58	3.6
Tues.	28	11 21	5.0	Tues.	28	4 49	1.7
Wed.	29	9 48	7.8	Wed.	29	3 47	3.7
Thurs.	30	10 14	7.8	Thurs.	30	4 23	1.7
Fri.	1	10 55	7.7	Fri.	1	5 10	1.7
Sat.	2	10 47	7.7	Sat.	2	4 30	4.1
Sun.	3	11 28	7.4	Sun.	3	6 58	1.2
Mon.	4	11 28	7.4	Mon.	4	4 55	4.2

CANADIAN PACIFIC

HOME VIA CANADA

Hongkong to England					
via Shanghai, Nagasaki, Kobe, Vancouver, Montreal & Quebec					
	From Hongkong		From Vancouver		Due England
Empress Russia	Nov. 29	Dec. 17	Minnedosa	Dec. 27	Jan. 9
Empress Australia	Dec. 21	Jan. 9	Marburn	Jan. 16	Jan. 23
Empress Asia	Jan. 10	Jan. 28	Montcalm	Feb. 8	Feb. 18
Empress Russia	Feb. 7	Feb. 25	Marloch	Mar. 7	Mar. 14

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

HONGKONG-MANILA SERVICE.

Commencing with the arrival of the *Empress of Russia*, 25th March, the *Empress of Russia* and *Empress of Asia* will make the round trip to Manila from Hongkong, leaving Hongkong on Wednesday after arrival, arriving Manila, Friday Morning, leaving Manila Saturday Evening and arriving Hongkong Monday Morning, 7 A.M.

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HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.

STEAMERS
SIBERIA MARU ... 20,000 tons, Dec. 30th.
TAIYO MARU ... 20,000 tons, Jan. 14th, 1924.
TENYO MARU (calling at Manila) ... 20,000 tons, Jan. 17th, 1924.
KOREA MARU (calling at Manila) ... 20,000 tons, Feb. 1st, 1924.
SHINYO MARU ... 20,000 tons, Feb. 1st, 1924.

HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO.
SAN PEDRO, MANZANILLO, BALBOA,
CALLAO, MOLLEND, ARICA AND IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.
STEAMERS ... TONS ... LEAVE HONGKONG
SEIYO MARU ... 14,000 ... December 4th.
RAKUYO MARU ... 18,500 ... January 15th.

JAPAN-HONGKONG-JAVA SERVICE.
OSAKA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA,
SAMARANG AND SOERABAYA.

STEAMER ... DESTINATION ... LEAVE HONGKONG
PERSEA MARU (Moji, Kobe and Osaka) ... November 23th.
NEW YORK LINE (Freight only).
VIA JAPAN AND SUEZ.

STEAMER ... LEAVE HONGKONG
BIYO MARU ... December 1st.
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Messrs. T. E. GRIFFITH. King's Building, Tel. No. C. 2474 & 2375.

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BARCELONA and other SPANISH PORTS.

S.S. "C. LOPEZ Y LOPEZ" ... 19th Dec.
S.S. "ISLA DE PANAY" ... 8th Feb., 1924.

For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.
S.S. "C. LOPEZ Y LOPEZ" ... 1st Dec.
S.S. "ISLA DE PANAY" ... 19th Jan., 1924.

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SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT MCKINLEY" ... Nov. 30th.
"PRESIDENT JACKSON" ... Dec. 12th.
"PRESIDENT JEFFERSON" ... Dec. 24th.

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SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT TAFT" ... Wednesday, Dec. 13th, at 10 a.m.
S.S. "PRESIDENT CLEVELAND" ... Monday, Dec. 24th, at 10 a.m.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

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HONGKONG-MANILA

S.S. "PRESIDENT TAFT" ... Monday, Dec. 3rd, at 4 p.m.
S.S. "PRESIDENT CLEVELAND" ... Saturday, Dec. 16th, at 4 p.m.

HONGKONG-CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE FAULK" ... Dec. 4th, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

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VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports
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SHIDZUOKA MARU ... Monday, 26th Nov., at 11 a.m.
YOKOHAMA MARU ... Wednesday, 15th Dec.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.
KAMO MARU ... Friday, 23rd Nov., at 11 a.m.
KATORI MARU ... Wednesday, 5th Dec.

HAMBURG via LONDON & ROTTERDAM.
TOYOHASHI MARU ... First half of Dec.

L. VESPUCCI via MARSEILLES & VALENCIA.
DAKAR MARU ... Second half of Dec.

SYDNEY & MELBOURNE via Manila, etc.
TANGO MARU ... Wednesday, 19th Dec.

NEW YORK & BOSTON via PANAMA.
TAKAOKA MARU ... Monday, 26th Nov.

BUENOS AIRES via Singapore, Durban & Cape Town.
KAWACHI MARU ... Friday, 21st Dec.

BOMBAY via Singapore and Colombo.
WAKASA MARU ... Tuesday, 27th Nov.

CALCUTTA via Singapore, Penang & Rangoon.
OSAKA MARU ... Sunday, 25th Nov.

NAHASAKI, KOBE & YOKOHAMA.
TANGO MARU ... Saturday, 24th Nov.

SHANGHAI, KOBE & YOKOHAMA.
AWA MARU (Moji & Kobe) ... Monday, 26th Nov.

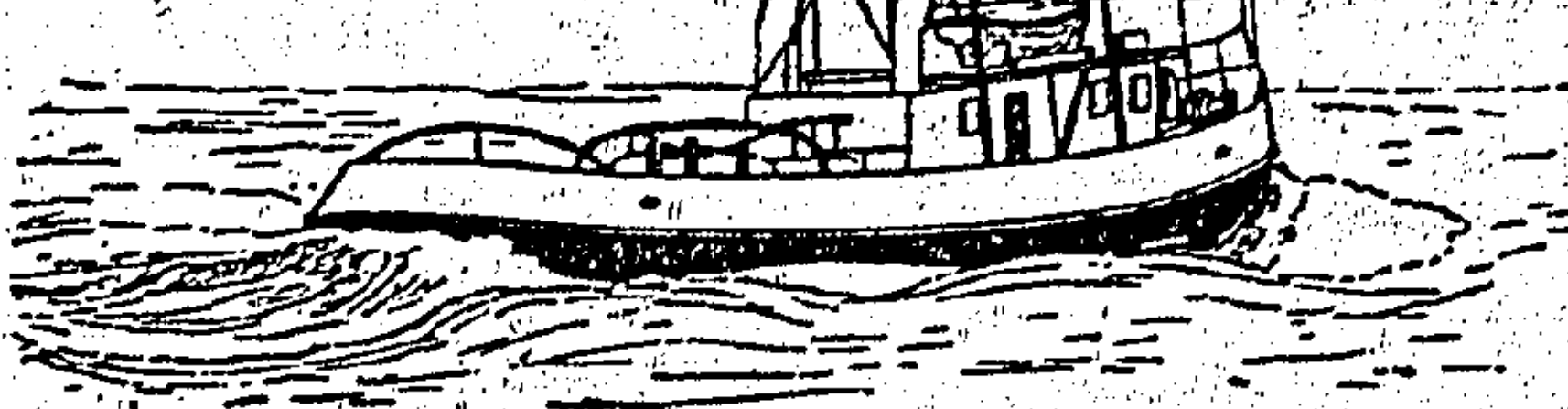
SAUO MARU (Quitting Shanghai) ... Wednesday, 28th Nov.

For further information apply to: NIPPON YUSEN KAISHA
Telephone: Central Nos. 232, 253 & 2422. Y. YAMAMOTO, Manager.

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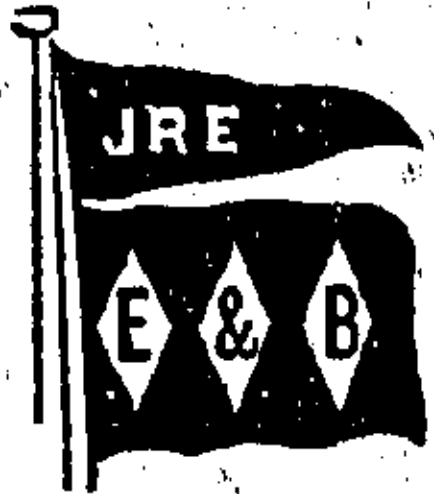
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 "CITY OF KARACHI" 4th December.....Marseilles & London.
 "CITY OF PARIS" 2nd January.....Do.
 "CITY OF CANTERBURY" 21st February.....Do.
 "CITY OF YORK" 30th March.....Do.
 "CITY OF CAIRO" 18th April.....Do.

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 "CITY OF CORINTH" via Suez Canal 4th Dec.
 "CITY OF ATHENS" via Suez Canal 14th Dec.
 "CALCHAS" via Suez Canal 24th Dec.

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PORTHOS	—	—	26th Nov.
ANGKOR	—	—	10th Dec.
CHAMBER	—	—	24th Dec.
PAUL LECAT	19th Oct.	23rd Nov.	7th Jan. 1924.
ANDRE LEBON	2nd Nov.	5th Dec.	21st Jan.
AMBOISE	16th Nov.	20th Dec.	4th Feb.
CORDILLERE	30th Nov.	3rd Jan.	18th Feb.
	14th Dec.	17th Jan.	

RATES OF PASSAGE MONEY TO MARSEILLES.

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 HAIPHONG Capt. J. S. Thomson Tuesday, 27th Nov., at 1 p.m.
 HAIPHONG Capt. W. O. Passmore Saturday, 1st Dec., at 2 p.m.

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S.S.	Tons	From Hongkong (about)	Destinations
"NYANZA"	7,023	24th Nov., D.L.	Yam, L'bon, A'werp & N'dam.
"KALYAN"	9,062	30th Nov., midnight	Marseilles, London & Antwerp.
"BOUDAN"	6,696	13th Dec.	Spore, Penang, Colombo & B'way.
"DEVANHA"	8,092	14th Dec.	Mum., London & Antwerp.
"KAISAR-I-HIND"	11,430	25th Dec.	B'way, Mar., Gib., L'bon & A'werp.

S.S.	Tons	From Hongkong (about)	Destinations
"KEIVA"	9,097	12th Jan.	MARSEILLES & LONDON
"MACEDONIA"	11,089	26th Jan.	via Usual Ports of Call.
"KASHGAR"	8,640	9th Feb.	do.
"MORRE"	10,871	23rd Feb.	do.
"KARMALA"	9,068	8th March	do.
"NALDERA"	15,893	22nd March	do.
"KEYBER"	9,014	5th April	do.
"CHINA"	7,952	19th April	do.
"KALYAN"	9,062	3rd May	do.
"KASHMIR"	8,660	17th May	do.
"KEIVA"	9,097	31st May	do.

BRITISH INDIA - APCAR SAILINGS

"JAPAN"	6,052	22nd Nov., 1 p.m.	Singapore, Penang & Calcutta.
"TANDA"	6,956	6th Dec.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	5th Dec.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,000	5th Jan.	do.
"ST. ALBANS"	4,500	2nd Feb.	do.

Frequent connections from Australia with the following—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)

The P. & O. Branch Service of Steamers to London via the Cape

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal

SAILING TO SHANGHAI & JAPAN

"TAKADA"	8,949	26th Nov.	Shanghai, Moji & Kobe.
"BOUDAN"	6,696	30th Nov.	Shanghai.
"KEIVA"	9,097	1st Dec.	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	11th Dec.	Moji & Kobe.
"MACEDONIA"	11,089	25th Dec.	Shanghai, Moji & Kobe.
"KASHGAR"	8,640	9th Jan.	do.
"SICILIA"	8,813	5th Jan.	Shanghai.
"ST. ALBANS"	4,500	8th Jan.	Moji & Kobe.
"MOREA"	10,811	12th Jan.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the ship carrying steamer.

First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Now on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG. Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and NEW YORK

S.S. "EASTERN PRINCE" on 26th November.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED

(Incorporated in Great Britain)

St. George's Building Telephone: Central 3164. Telegrams (Faraprice) [31]



SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore

Colombo, Suez and Port Said.

"AMUR MARU" Monday, 10th Dec.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon.

Singapore, Colombo, Durban and Capetown.

"TACOMA MARU" (Call at Port Elizabeth) Friday, 30th Nov.

BOMBAY via Singapore and Colombo.

"ANDRE MARU" (Call at Penang) Thursday, 22nd Nov.

"ARGON MARU" (Call at Penang) Wednesday, 5th Dec.

SAIGON, SINGAPORE & BANGKOK.

"KISHU MARU" Sunday, 2nd Dec.

CALCUTTA via Singapore and Rangoon.

"HONOLULU MARU" Wednesday, 12th Dec.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.

NEW YORK via Japan Ports, San Francisco and Panama.

"HAWAII MARU" Middle of Nov.

JAPAN PORTS—Moji, Kobe, Osaka, Yokohama & Nagoya.

"BURMA MARU" Thursday, 22nd Nov.

"BORNEO MARU" Tuesday, 27th Nov.

KEELUNG via SWATOW & AMOY.

"AMAKUSA MARU" Sunday, 25th Nov., 10 a.m.

"KAIJO MARU" Sunday, 2nd Dec., 10 a.m.

TAKAO via SWATOW & AMOY.

"SOSEI MARU" Wednesday, 28th Nov., 8 a.m.

TAKAO & KEELUNG.

"TOYEN MARU" Tuesday, 4th Dec.

For further particulars please apply to—

OSAKA SHOSHEN KAISHA

K. SHIMA, Manager.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
SHANGHAI	"SUNNING"	On 22nd Nov., D.L.
AMOY, SWATOW & SINGAPORE	"KAYING"	On 23rd Nov., D.L.
SHANGHAI	"SOOCHOW"	On 23rd Nov., D.L.
TIENTSIN	"SUPEI"	On 23rd Nov., D.L.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 24th Nov., 10 a.m.
SWATOW & SINGAPORE	"SZECHUEN"	On 24th Nov., 10 a.m.
AMOY, SHANGHAI & FUKOW	"LUOCHOW"	On 27th Nov., 10 a.m.
SWATOW & BANGKOK	"KIANGSU"	On 27th Nov., 10 a.m.
HOIHOW & SINGAPORE	"CHINHUA"	On 28th Nov., 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"YUNNAN"	On 28th Nov., 11 a.m.
MANILA	"TAMING"	On 28th Nov., 4 p.m.
SWATOW & SHANGHAI	"SUIYANG"	On 28th Nov., 10 a.m.
SHANGHAI & TSINGTAO	"LIANGCHOW"	On 1st Dec., D.L.
TIENTSIN	"KUEICHOW"	On 1st Dec., 4 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation on all ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow) and extending to P'ow, Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bill of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to end from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 32. 100, Queen's Building, Agents.

CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

(HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.)

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, Thurs. Is. & Aus. Ports
"TAIYUAN"	2nd December.	8th December, Noon.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—

BUTTERFIELD & SWIRE

(John Swire & Sons, Ltd.) Agents. Telephone Central No. 32.

DODWELL & CO., LIMITED

NEW YORK BERTH

For NEW YORK & BOSTON via SUEZ

S.S. "MUNCASTER CASTLE" sailing on or about 12th Dec.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL ITALIAN PORTS. ALSO CARGO ON THROUGH BILLS OF LADING FOR LEBANT, BLACK SEA & DANUBE PORTS.

PIUMI having been re-opened for Traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI YOKOHAMA & KOBE

S.S. "DUCHESSA D'AOSTA" sailing on or about end of Nov.

S.S. "PERSIA" sailing on or about end of Dec.

FOR BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG & COLOMBO.

S.S. "PIUMI-L" sailing on or about Early Dec.

S.S. "DUCHESSA D'AOSTA" sailing on or about Early Jan.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMZINTO" sailing from Calcutta on or about 1st Dec.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

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Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Ivan" Due Hongkong 22nd Nov.

Leave Hongkong 25th Nov.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERSEAS LINES.

TO SINGAPORE.

U.S.S. "West Prospect" Due Hongkong 30th Nov.

Leave Hongkong 1st Dec.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

TO MANILA AND P. I. PORTS.

U.S.S. "West Mahwah" Due Hongkong 2nd Dec.

Leave Hongkong 4th Dec.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT, General Agent for

JAPAN-CHINA-PHILIPPINES

INDO-CHINA-STRAITS & JAVA. 10, Queen's Building, Telephone Central No. 3000. [E. E. CASE, Reel Agent.]

